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No. 20,845 號五十四百三第萬二第 日八廿月七年亥癸 HONGKONG, SATURDAY, SEPTEMBER 8th, 1923. 六拜禮 號八月九年二十國民華中 PRICE, \$3 PER MONTH

## INTIMATION

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## TIME-TABLE.

| WEEK DAYS. |                |                         |
|------------|----------------|-------------------------|
| 7.00 a.m.  | 7.10 a.m.      |                         |
| 7.30 " "   | 8.00 " "       | Stop                    |
| 8.00 " "   | 8.30 " "       | 10 "ing                 |
|            | 8.30 " "       | Non Stop                |
|            | 8.37 " "       | Stopping                |
|            | 8.47 " "       | Non Stop                |
|            | 8.54 " "       | Stopping                |
|            | 9.04 " "       | Non Stop                |
|            | 9.11 " "       | Stopping                |
|            | 9.20 " "       | Stopping                |
| 9.30 a.m.  | 10.00 " "      | every 10 minutes } Stop |
| 11.30 " "  | 12.30 p.m. " " | 15 "ing                 |
|            | 12.40 " "      | Non Stop                |
|            | 12.47 " "      | Stopping                |
|            | 12.57 " "      | Non Stop                |
|            | 1.04 " "       | Stopping                |
|            | 1.13 " "       | Non Stop                |
|            | 1.20 " "       | Stopping                |
| 1.30 p.m.  | 4.00 " "       | every 10 minutes } Stop |
| 4.00 " "   | 4.30 " "       | 15 "ing                 |
| 4.30 " "   | 6.40 " "       | 10 " "                  |
|            | 6.47 " "       | Non Stop                |
|            | 6.57 " "       | Stopping                |
|            | 7.04 " "       | Non Stop                |
|            | 7.13 " "       | Stopping                |
|            | 7.20 " "       | Non Stop                |
|            | 7.27 " "       | Stopping                |
|            | 7.47 " "       | Non Stop                |
|            | 7.54 " "       | Stopping                |
|            | 8.03 " "       | Non Stop                |
|            | 8.10 " "       | Stopping                |



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## UNITED STATES TRANS-PACIFIC TRADE.

### VOLUME AND EXPANSION.

United States trade with Trans-Pacific countries trebles pre-war value, and represents a fifth of that country's total external commerce, says the National Bank of Commerce in New York in the August issue of *Commerce Monthly*. In 1922 the total amounted to \$1,500,000,000, or 21 per cent. of the entire external trade of the country. Imports are by far the more important part of the movement, and these constituted in the same year 23 per cent. of total imports into continental United States, as compared with a pre-war ratio of only 18 per cent. Exports to this group of countries, although not bulking so large in relation to total exports, have shown an even greater relative increase, growing from about 9 per cent. to more than 15 per cent. of the total.

### WITH JAPAN.

Raw silk comprises over one-half of Japan's total exports to the United States. This trade depends to a large extent upon the exchange of raw cotton and iron and steel manufactures for raw silk. Imports of raw silk from Japan in 1922 were valued at \$201,000,000 out of a total of \$234,000,000 worth of goods imported from that country, while exports of raw cotton to Japan amounted to \$85,000,000, and of iron and steel manufactures to \$20,000,000 out of \$218,500,000 worth of goods sent to that country.

The demand for iron and steel in Japan has grown rapidly with the adoption of Western ideas and standards, and the country affords a very considerable import market. Great Britain was the leading source of supply before the war, with Germany and the United States in close competition for second place. The curtailment of European exports during the war brought the United States to the dominant position, which it has held ever since. Imports from Great Britain have been increasing steadily since 1918, however, and it is by no means sure that the United States will be able to maintain its lead, although American articles are said to be especially desired for certain purposes.

Because of the scarcity and high price of foreign supplies during the war, the Japanese industry underwent great expansion. Prior to that time Japanese iron could compete with the foreign product only if no regard were had for the cost of production, and with the reappearance of liberal quantities of foreign iron and steel since the war many of the newer Japanese plants have fallen upon unprofitable days. For its raw materials the Japanese industry has relied extensively upon foreign supplies, although iron ore is widely distributed in the Empire. Pig iron has come chiefly from China rather than from Western countries, and a continuance of this supply is assured by the fact that Japan already controls about half of the known ore reserves there. Japan has moderate resources of coal, the other chief requisite for iron and steel manufacture, but here again future supplies have been assured by extending its control to a good part of China's resources. At the same time Japan is rich in potential water-power, which for many purposes offers a possible substitute for coal. At present the finishing plants of Japan have a capacity beyond that of the primary plants, so that there is a large import demand for steel in partially manufactured form.

### JAPAN'S EXPORTS OF MANUFACTURES.

Already Japan has developed a moderate export trade in iron and steel manufactures with China and other countries of Eastern Asia. It is admirably located to understand and meet the needs of these countries, but should its industry hope to shape its course in the future to maintain a large export trade, it must be prepared to meet keen competition from the long-established steel producers. Japan, as the Eastern outpost of the industrial revolution, enjoys a special advantage in the exploitation of the abundant raw materials and as yet practically untouched resources of the neighbouring countries of the Orient. Many years are likely to pass before its position is challenged by an Asiatic rival. In the main, however, that part of the trade of Japan which is based upon an exchange of manufactured articles for raw materials seems likely to turn more and more away from the West and toward less highly developed countries of the East.

### WITH CHINA.

United States trade with China, including Kwantung, while amounting altogether to only about half as much as that with Japan, is established upon a far broader basis of commodities and is more evenly balanced as between imports and exports. The total in 1922 was valued at \$242,735,000, of which \$136,671,000 consisted of imports and \$106,064,000 of exports. The chief item of imports into the United States from China, as from Japan, is raw silk, but this forms only about half the total imports from China, as against over 80 per cent. from Japan in 1922. Vegetable oils have heretofore been the next largest item, but the prohibitive tariff which was placed upon them has practically eliminated imports of this class of goods into the United States, the only important survivor from China being the nut oil, which is used in the manufacture of varnish. Upon this no tariff was levied.

Among United States exports to China, iron and steel manufactures have usually constituted the largest item, as in the case of Japan, and form about one-fourth of the total. Prior to the war Great Britain supplied nearly one-third of the iron and steel manufactures imported into China, while Germany, Belgium, Hongkong and the United States each furnished about half as much. Since the war the United States has supplied somewhat over a third of the total. Imports from Great Britain have during these three years increased from 10 to 31 per cent. of the total, however, indicating the strength of competition to be met by American producers. Over half the

cigarettes imported into China came from the United States, and Great Britain, as the second largest source of supply, furnished 16 per cent. in 1921.

It will probably be many years before China's rich resources of iron and coal are sufficiently exploited, even those controlled by Japan, to satisfy the domestic demand. In the meantime the adoption of Western methods and standards, which are gradually penetrating the country, coupled with its great extent and huge population, should render it a growing market for iron and steel products.

It is apparent that China with its abundant resources for the production of raw materials and its large potential markets for manufactured goods, and the United States with its increasing need for imported raw materials and with a surplus of manufactures which is growing rather than diminishing in many lines, afford a basis for the development of extensive trade relationships.

The United States furnishes two-thirds of the petroleum products imported, and the remainder is either secured through Hongkong or comes from the Straits Settlements and the Dutch East Indies.

### EXCHANGE OF COMMODITIES.

Raw materials form the basis of American trade with India and the Straits Settlements. The latter are the chief source of the world's rubber supply, and this article accounts for 70 per cent. of the total imports from that country into the United States.

The countries of the East are eminently fitted to produce these raw materials, most of which are dependent upon climate and soil rather than upon mineral deposits which might be exhausted, or upon factors readily subject to change. The United States, on the other hand, is exceptionally blessed with natural resources of coal and iron, which form the basis of its huge steel industry, and of petroleum.

### NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

"TIT-BITS" interests and amuses readers of the world over. It is a household word wherever the English language is spoken. Thirteen shillings per annum ensures the regular arrival to your door every week. "TIT-BITS" is familiarly known as the "Green Un." Remittances should be sent to GEORGE NEWNES, LTD., 8, Southampton Street, Strand, London, W.C. 2.

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|-----------------------------------------------|------------|
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| RESERVE FUND                                  | 25,000,000 |
| CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT | 3,500,000  |
| RESERVE FUND                                  | 1,750,000  |

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WEDNESDAY, 5th, to SATURDAY, 8th September,  
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## THE SLEEP WALKER

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HISTORY AND WHO STAND AT THE VERY PINNACLE IN  
THE OPERATIC AND CONCERT FIELDS ARE THE  
DOMINATING FEATURE OF THE SHIPMENT  
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**GRAND OPERAS.**

I PAGLIACCI (Leoncavallo) Prologue ... Riccardo Stracciari, Baritone.  
Do. Vesti la giubba ... Nino Picaloga, Tenor.  
Do. O. Colombine (On with the Play) ... G. Zenatello, Tenor.  
Do. O. Colombine (Harlequin's Serenade)  
BARBER OF SEVILLE (Rossini). Numero Quinto  
(Number Fifteen) ... A. Bonci (Tenor) and Ferruccio  
Corradetti (Bartone).  
Do. Voi dovete travestirvi  
(You must disguise yourself)  
TANNHAUSER (Wagner) Oh! tu bella astro ... Pasquale Amato, Baritone.  
(The Evening Star)  
I VESPRE SICILIANI Aria di Montforti ... Riccardo Stracciari, Baritone.  
(Montfort's Aria)  
LUCIA DE LAMMERMOOR (Donizetti) Tu che a  
Dio, spiegami l'ali ... Alfred Piesaver, Tenor.  
(Thou hast spread thy wings)  
TOSCA E lucevan le stelle (The stars were shining) Nino Picaloga, Tenor.  
MEFISTOFELE (Boito) Son lo spirito ... Adamo Didur, Bass.  
RICOLETTO (Verdi) La donna e mobile ... C. Leoni-Volpi, Tenor.

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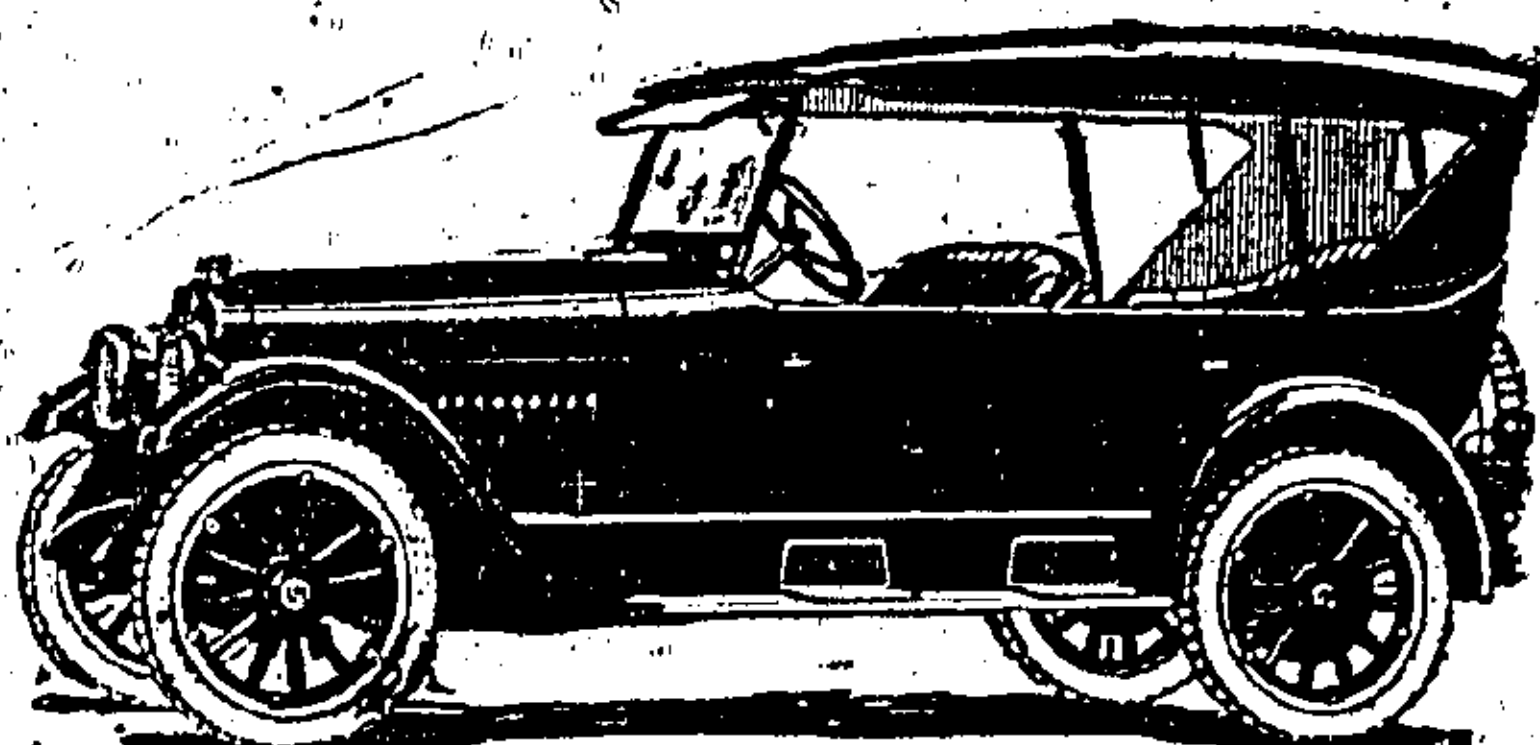
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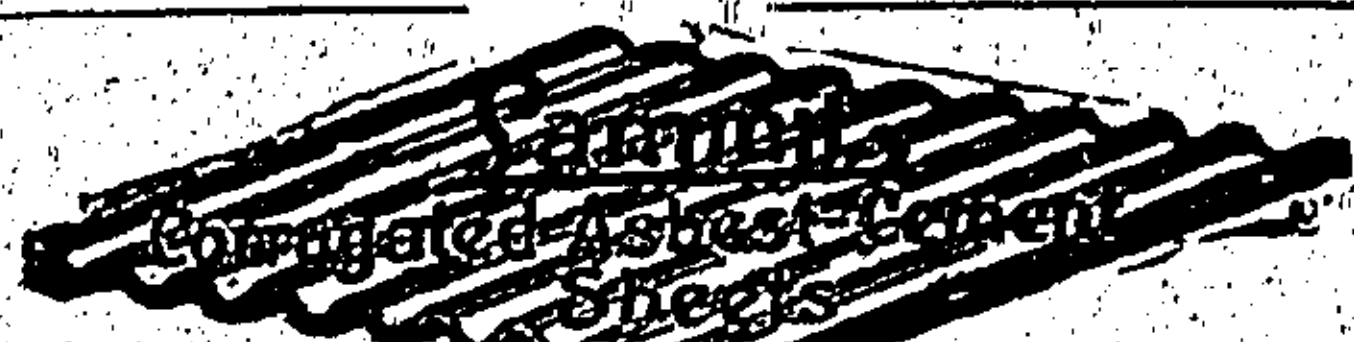
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1160]



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We carry large stocks and shall be pleased to quote prices and  
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**CABLES.**

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

**INTERNATIONAL POLICE  
CONGRESS.**

ARRANGEMENTS FOR KEEPING  
TRACK OF CRIMINALS.

VIENNA, September 6th.  
The International Police Congress has  
passed a resolution approving of the  
establishment in each country of a  
special police branch to deal with forgers,  
coiners and pickpockets, also pledging the  
delegates that the police of the respective  
countries will reply to enquiries concern-  
ing natives of their own countries  
staying abroad wherever possible.

**CATASTROPHIC FALL OF  
THE MARK.**

GERMAN SUGGESTIONS.

BERLIN, September 6th.  
The catastrophic fall of the mark de-  
monstrates the non-success of the confus-  
ing variety of regulations, proclamations  
and restrictions.

The demand for foreign currencies is  
steadily increasing and nobody will be  
surprised if sterling reaches three hun-  
dred million within a week.

A noteworthy feature of the situation  
is the growing realization that the only  
hope of salvation lies in an agreement  
with Germany regarding reparations and  
the Ruhr, the slogan "Fight to the bitter  
end" being succeeded by talk of "mutual  
concessions."

In the meantime discussions by the  
Ministry of Finance foreshadow the  
foundation of a gold note bank and the  
appointment of a financial dictator  
equipped with far-reaching powers.

London, September 6th.  
Marks, after touching 220 millions,  
closed at 195, to 205 millions to the pound  
sterling.

**POWDER EXPLOSION IN U.S.**  
FOUR KILLED; TWENTY-SEVEN  
INJURED.

SOUTHAMPTON, Illinois, Sept. 6th.  
Four persons were killed and 27 injured  
by a series of explosions which occurred  
in a thousand cases of smokeless powder  
which was being transferred from barges  
to freight cars.

The first explosion was due to a fire on  
a barge. It shook the whole countryside,  
overturned passing motor-cars and en-  
veloped persons a hundred yards distant  
in sheets of flame.

The clothing of women in the motor-  
cars was burned off.

**GERMANY'S FLOATING DEBT**

BERLIN, September 6th.  
Germany's floating debt on August 31st  
was 1235 billions of marks, an increase  
of over 1,161 billions since July 31st.

**OBITUARY.**

SIR WILLIAM TRELOAR.

London, September 6th.  
The death is announced of Sir William  
Treloar.

[Sir William Purdie Treloar was Prin-  
cipal of the firm of Treloar and Sons,  
Ludgate Hill; Director and Trustee of  
Thos. Cook & Son, Egypt, Ltd.; one of the  
Sheriffs of London, 1889-1900; Lord Mayor,  
1897; Founder of Treloar Cripples Hos-  
pital; J. P. Kent, Surrey and London.  
He was a member of the Corporation of  
City of London since 1880 and held other  
Civic Offices. Sir William Treloar was  
the Author of A Lord Mayor's Diary and  
other publications. He was eighty years  
of age.]

**EARLIER CABLES.**

**DUTCH QUEEN'S JUBILEE  
COMMEMORATIVE SERVICE.**

AMSTERDAM, Sept. 6th.  
The Royal family attended a commem-  
orative service in the Nieuwe Kerk, where  
a choir of ten thousand singers rendered a  
song of homage. Various corporations  
have presented gifts to the Queen who has  
expressed her warmest thanks. She said  
she regarded it as a great privilege to  
have been allowed to devote all her  
strength to the service of the country in  
good and bad times, thanks to the help  
of her counselors and above all to God's  
help. When the hour of trial sounded, we  
were standing side by side facing the dan-  
ger, similarly we shall surmount the dark  
days now threatening our prosperity. Let  
us work on in friendship, without fear,  
building the foundations of a better  
future.

**AFRIKANDERS PARTICIPATE.**

CAPE TOWN, Sept. 6th.  
Afrikanders as well as Hollanders in  
South Africa are greatly interested in the  
Dutch Jubilee, especially at Pretoria,  
where there are considerable festivities.  
South African subscribers are presenting  
Queen Wilhelmina with a handsome stink-  
wood cabinet containing 120 South Africa  
photographs. A special service in the  
Groote Kerk in Cape Town was attended  
by the Mayor and the Netherlands Con-  
sul. The Dutch papers are publishing  
special supplements.

**ROYAL BIRTH**

BEGRAD, September 6th.  
Queen Marie of Serbia has given birth  
to a son. The new Crown Prince has been  
provisionally named Stephen.

**BETTING ON THE ST.  
LEDGER.**

London, September 6th.  
The St. Ledger betting is 2 to 1 Papay-  
rus, 9 to 2, Earth, 9 to 1, Tranquil, 10 to 1,  
Ellangowan, and Terebin, 100 to 9, West-  
ern Monarch, 100 to 8, Doric and Westwood,  
50 to 1, Twelve Painter and 25 to 1, Bold  
and Ball.

**THE ITALO-GREEK DISPUTE.**

GREEKS ANXIOUS TO AVOID  
INCIDENTS.

ROME, September 6th.  
It is semi-officially announced that  
the Greek Government has informed the  
Italian, French and British representatives  
that the Greek fleet has been sent from  
Salamis to the Gulf of Volo in order to  
avoid coming into contact with Italian  
warships that might approach the neigh-  
bourhood of Athens, and in order to es-  
tablish the fact that Athens is a defenceless  
city.

ATHENS, September 6th.  
The Greek fleet has been ordered to retire  
to the Gulf of Volo so as to avoid contact  
with the Italian fleet.

**LEAGUE DELIBERATIONS.**

GENEVA, September 6th.  
After an hour and a half's deliberation,  
the Council of the League of Nations has  
decided to send the Conference of Ambas-  
sadors the whole minutes of to-day's pro-  
ceedings, including an important reply by  
the Council to the Ambassadors' tele-  
gram, in which the Council makes a num-  
ber of suggestions as a basis for a settle-  
ment of the Italo-Greek conflict, including  
the deposit of fifty million lire with a  
Swiss bank by Greece as security for the  
payment of eventual indemnities, and re-  
ference of the indemnity question to the  
International Court of Justice. The Coun-  
cil thus refers the matter to the Conference  
of Ambassadors, but reserves the question  
of competence of the League for subse-  
quent discussion. The conflict, therefore,  
appears to be on the fair way to a settle-  
ment.

**L.O.N. COUNCIL AND AMBASSADORS  
CONFERENCE TO ACT  
JOINTLY.**

The Council's draft reply further suggests  
an apology by Greece, a salute by the  
Greek fleet, the rendering of military  
honours and a funeral service at Athens,  
the appointment of a commission of en-  
quiry by Greece to which representatives  
of the three interested Powers be adjoints,  
the appointment of representatives of the  
League to supervise a judicial enquiry, and  
the trial of the accused. Signor Salandra  
objected to some of the suggestions, and  
the Council therefore, after a prolonged  
discussion adopted Lord Robert Cecil's  
suggestion to send the minutes to the Am-  
bassadors Conference. This means the  
Council will treat the affair conjointly  
with the Conference, thus safeguarding its  
position and dignity.

**SERVICE PAY.**

**COMMITTEE OF ENQUIRY FAVOUR  
REDUCTIONS.**

LONDON, September 6th.  
A more or less general reduction in the  
pay of officers and men of the fighting  
forces is favoured in the report of the  
committee appointed to enquire into the re-  
muneration and conditions of employment  
of State servants, which considers the pay  
of naval ratings too high, and says it  
should be reduced parallel with the reduc-  
tions of pay in the army. The committee  
thinks officers up to the rank of Captain in  
the army and Lieut. Commander in the  
navy are at present paid more than is  
necessary, and commends the Army Coun-  
cil's pay revision schemes. It suggests a  
substantial reduction in the pay of junior  
officers and men of the Air Force; and  
sees no reason for an increase in the pay  
of the Civil Service, while suggesting a  
longer working day in London.

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### SCOTTISH LETTER.

MR. BONAR LAW'S HEALTH AND  
FUTURE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 8th.  
Prominence has been given in some London newspapers to a report which credited Mr. Bonar Law with the intention of serving his political ties with the Central Division of Glasgow, and consequently with politics. There is no ground, however, for alarm. Mr. Bonar Law who has been staying at Brighton, looks, and, I believe, is, remarkably well. The apprehensions that the French doctors entertained of a malignant affection of the throat have been dissipated, and it seems clear that the weakness of his voice is due to a functional disorder which is uncomfortable but not menacing. All the same, he has severely rationed himself in smoking, with beneficial results. For the rest he takes plenty of outdoor exercise varied with a good deal of chess and bridge. He takes the keenest interest in political developments, and if the improvement in his health is maintained he may be seen in the House "rain" during the autumn, though, it is very unlikely that he will intervene in debate.

#### THE VANISHING GROUSE.

The invasion of Scotland from the South has begun. The platforms of Perth Station are littered with trunks and gun-cases, noisy with the barking of dogs, and redolent of Harris tweed at its most piquant. The English aristocracy—with specimens of the mere plutocracy—arrives in force to make Scotland a country unfit for grouse to live in. The most pressing problem before sportsmen to-day—in the West Highlands, at least—is raised by a very large decrease in the number of game birds on the western moors. Along the Atlantic seaboard, the grouse have become seriously depleted within the last few years. Mr. Scott Gordon has a theory on the subject. He says: "The most probable cause appears to me to be: Firstly, changes in the climatic conditions of the Atlantic; secondly, the gradual decrease of the heather areas, and consequent increase of grass, and bracken; and thirdly, the indiscriminate shooting of grouse in former days (before electric time and limits were instituted), which gradually depleted the stocks of breeding birds." Winter weather on the West Coast of Scotland is getting worse and worse. That is the astonishing, incontrovertible fact. It is not the theory of old men sighing for lost youth; it is a condition proved by the most careful observation. Bad weather—not frost and cold, but continual storms of wind and rain—is making Hedrean existence, for human beings as for animals, a difficult and distressing problem. The grouse are abandoning the West and migrating to Perthshire and Invernesshire.

#### GROUSE SHOOTING BY NOTON.

Mr. Keiller, the well-known Dundee manufacturer, has an antique residence at Craigendarroch, Ballater, and is laid of the adjoining grouse moor of Morven. This year he intends to revolutionise the sport, and the "twelfth" will see a new method of erasing the moors brought into operation. Mr. Keiller has had constructed a special motor car with a caterpillar drive—on the lines of the tank—and this he intends for use in going to and from the butts. Should the experiment prove successful it will eliminate much of the discomfort that attends a shoot through thick heather which has been well moistened by rain.

#### A GORDON'S CLUB IN ABERDEEN.

General Sir Ian Hamilton opened a palatial new club for ex-Service men erected in King Street, Aberdeen, by public subscription, as a memorial to the Gordon Highlanders who fell in the war. The building has cost £23,000, £11,000 of which was subscribed by the trustees of the old Gordon Highlanders' Memorial Institute, which became amalgamated with the new scheme. While the club is so closely associated with the Gordon Highlanders, it really belongs to the whole Territorial recruiting area, and subscriptions came from every parish in the counties of Aberdeen, Kincardine, and Banff, while membership is extended to past and present members of all branches of the Army and the other Services. About 100,000 officers and men of the Gordon Highlanders served in the war; almost 10,000 of these lost their lives; and the total casualties of the regiment numbered nearly 30,000.

#### DONATIONS FROM SCOTS ABROAD.

An announcement appeared in our columns on the 21st ult., says the *Scottishman*, that a sum of £58, 6s. 3d. had been received by us from the Selangor St. Andrew Society at Kuala Lumpur, Federated Malay States, for distribution to deserving and necessitous Scottish Hospital and Institutions. This sum has been distributed as follows:—Royal Infirmary, Edinburgh, £12; Longmore Hospital for Incurables, £3; Royal Infirmary, Glasgow, £3; Western Infirmary, Glasgow, £3; Royal Infirmary, Aberdeen, £2; Royal Hospital for Sick Children, Aberdeen, £3; Royal Infirmary, Dundee, £2, 10s.; Northern Infirmary, Inverness, £2. In acknowledging these sums, the representatives of the Hospitals have requested us to convey to the Selangor St. Andrew Society their grateful thanks.

#### THE COMING LOCAL VETO CONTEST.

The Local Veto battle in Scotland, which will open in the autumn, will be even more exciting and strenuous than that of three years ago. For some months the organisers of the opposing factions have been busy maturing their plans. The Prohibitionists will be reinforced by an army of "spell-binders" from the U.S.A.; and emissaries sent by the Wets are returning across the Atlantic with portfolios bulging with figures and reports. The areas which went Dry in Scotland at the poll three years ago will, however, bulk most largely in the speeches on both sides; and the "facts" quoted about them are, of course, strongly contradictory. In the coming election, the

areas which voted for "No change" three years ago, have still three options; they can vote for no change, no licence, or limitation. In the "dry" areas, however, the issue is a straight one—no change or repeal.

#### MUNICIPAL THEATRE MOVEMENT.

The Scottish National Players, are doing splendid work all over the country, and a movement is on foot which may lead to the Municipality of Glasgow building its own theatre. It is recognised, however, that the scheme cannot be immediately carried out, owing to the state of trade and "the weary wait of a siller." Mr. Graham Moffat, the author of "Bunt's the Strongs" and other delightful Scottish comedies, is a strong supporter of the movement, and he has influential people behind him. This is a great change of opinion on the part of the Scottish people. Edinburgh was the first city to show hospitality to the stage, but Glasgow may now be said to have outstripped it. Forty years ago Glasgow was an inhospitable place for actors and theatres, who were loudly denounced from the pulpit. At that time, for its size, it was the worst theatrical town in Britain. To-day, but for bad trade it may be regarded as one of the best.

#### STUDENT HARVESTERS.

I have just shaken hands with a student of divinity who is on his way to Canada to put in a month's work at harvesting, and he tells me that he is one of a crowd of "Varsity men" who are taking in their working holiday in this fashion. As you no doubt are aware it has long been the custom of Scottish "lads of pairs" to work their way through the Universities by acting as putters on the Clyde steamers, as gillies on the grouse moors, or as "orra" men on farms, but this is the first time that any of them have taken a trip over the Atlantic during the vacation. "If I get a country kirk after I pass," said my young friend, "next month's experience will be a valuable one."

#### VETERAN GOLFERS AND FAMOUS SHOT.

Mr. Angus Cameron, Blair Atholl, who has died as the result of a cycling accident while returning from the golf course after a game, was over 70 years of age, and a wonderful old fellow in every way. He was the winner of the Queen's Prize (now the King's) at Wimbledon in 1893 and 1899. On the first occasion he was only 19 years of age, the assistant to a general merchant, and was making his first appearance at Wimbledon. A totalitator, it is told that when his fellow-countrymen in the camp were drawing corks to celebrate his victory he sat down quietly and had a cup of tea.

#### THERE'S AYE A SOMETHING.

Sir C. C. Barrie has been poking fun among his Banffshire friends over that Alva farmer who, on being congratulated on the abundance of his crop, replied in lugubrious tones: "Oh, aye, but look at the awful, trachele (labour) there is to take it in!" That recalls the comment of another rural pessimist who, under similar circumstances, lamented: "That's aye, but, man, it tak's an awful lot oot o' the ground!"

#### FIREMASONRY.

At the last quarterly communication of the Grand Lodge of Scotland, among those introduced as visitors were Dr. George D. R. Black, District Grand Master of Hongkong and South China, and Mr. Brodie A. Clark, District Grand Master of North China. Grand Master the Earl of Elgin invited them to seats on the dais.

#### MARRIAGE.

At St. Giles, Edinburgh, C. F. A. Pantin, M.A., lecturer in economics at Toronto University, to Alice MacIver, M.A., daughter of the late Rev. D. MacIver, China.

#### THE PORTS OF SINGAPORE.

"R.E." notes in a home paper, that Sir Percy Scott says the forts at Singapore are "useless," and "the sooner that base is supplied with some modern weapons the better," and Mr. Geoffrey Drage says there are no modern defences. He asks: "Are they aware that the defences of Singapore were remodelled only a few years ago, and that the weapons there are as up-to-date as those at most of the first-class defended ports in Great Britain?"

#### IF YOU WEAR GLASSES

There is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes for they fit so comfortably and securely that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses, of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 43, Queen's Road Central—Advt.

### THE FOUNDERING OF THE "MYLIE."

MESSBOY'S GRIM STORY OF SHIP'S  
LAST MOMENTS.

The *Mylie's* messboy, Ling Ah Teung, who is the solitary survivor of this terribly tragedy of the sea, was able to give evidence at the resumed inquest last week on Arthur Harvey Green, chief engineer of the ill-fated vessel who was picked up in an open boat by the str. *Sinking* on Wednesday. After hearing medical and other evidence, Mr. G. W. King, H. M. Coroner, accompanied by Mr. S. Wyatt-Smith, Shipping Vice-Consul, who attended on behalf of the Board of Trade, visited St. Luke's Hospital, where the messboy is now an inmate. Seated at the bedside of the lone survivor, the Coroner listened to one of the most moving stories of shipwreck ever heard in Shanghai. In telling of the manner in which the vessel met her doom, the witness said she was heeled over to starboard for half an hour before sinking, and went down on that side, indicating that she was overwhelmed by a terrific beam sea.

Charles William Pattick, master of the C.N.S. *Sinking*, said that when his vessel was 10 miles east-south-east of the Pathecock Island, the chief officer reported that there was a ship's life boat ahead, with a sail partly set. The *Sinking* was slowed down and steamed towards it. On getting alongside the lifeboat, witness saw the deceased's body. The boatswain jumped into the boat and hauled it aboard. Witness saw the name *Mylie* on the stern of the boat. Deceased was sitting on the tanks of the boat with his head on his arms. His legs were in the water, the boat being two-thirds full of water. The craft had been badly holed and was floating on its tanks. Witness thought that Mr. Green must have been dead for about two days. His face was dark. There was no food nor water in the boat and not even a water bucket. On removing an old jacket from the stern \$25 were found. On moving the arm of the body witness found another two dollars. The only clothing worn by deceased was a singlet. A pair of trousers was washed out of the boat when it was hoisted on board. The deceased's right foot was badly lacerated, which injury might have been caused by the presence of half-a-dozen small crabs in the boat. Some use might have been made of the sail but it was evidently meant merely as a signal. The boat must have been knocked about when launched, witness thought.

#### SURVIVOR DECEASED'S MESSBOY.

Twenty minutes later, off the starboard bow, they sighted a raft and steamed alongside it. There was a moderate, typhoon swell, but no break in the sea. On getting near the raft witness thought he saw another corpse, but a man jumped up and waved his hands. The ship's boat, in the charge of the chief officer, went to the raft and brought the survivor on to the *Sinking*. The man seemed fairly coherent. He told the *Sinking's* officers that he was messboy to the chief engineer. There were four others on the raft who had died. He had been on the raft six days and had had no food or water. According to him the *Mylie* went down at 9 p.m. on the Thursday. Several odds and ends were floating about. They were the usual odds and ends from a ship, but might not have been those of the *Mylie*.

In reply to Chief Detective-Inspector Reeves, witness said the objects seen were on the usual course of ships in that locality. The *Sinking* was on her usual course from Swatow.

#### NO HOPE OF FURTHER SURVIVORS.

Mr. Eric Moller, recalled, stated that deceased's first name was Arthur. The *Mylie* was a big ship—3,000 tons. She had passed the Hongkong passenger requirements which were very exacting. She had six lifeboats and the required number of rafts, capable of accommodating 700 passengers. Witness had had no further information regarding the wreck.

In giving it as the opinion of himself and others that the *Mylie* sank where already stated, Mr. Moller said those on the str. *Dominic* were unable to touch bottom with the lead line at the spot four miles south of the Side Saddles. There was nevertheless a slight discoloration of the water, and other indications that a ship had sunk there. After the typhoon the wind had changed towards the west, so it would blow the bodies of the crew and any wreckage down the coast towards the Chinese.

"There is just a small chance that some of the crew have reached the islands," said witness. "But I think that it will be impossible to find anybody alive."

#### MESSBOY'S FIGHT FOR LIFE.

The Court then adjourned to St. Luke's Hospital, to hear evidence of the messboy. Although bearing many traces of his terrifying experiences, his face and other parts of his body being blackened by the sun, he appeared to take an interest in the proceedings and gave a fairly coherent, though, unfortunately, as the Coroner remarked, not a technical story.

The witness said: "We left China-wangiao at noon on the 21st. The weather was good until 3 o'clock in the afternoon of the 23rd, when the typhoon started. The ship was then off Taekiaichow Island. The weather got very bad between five and six, huge seas falling all over the *Mylie*. The engines were going all the

#### THE "MYLIE'S" LAST MOMENTS.

"At 6 o'clock a hatchway door was broken in. Several pairs of the ship were washed away. The captain and chief officer were on the bridge and engine room officers were down below. Half an hour before the ship sank at 9 o'clock, she heeled over to the starboard tack, and remained heeled over. It was on this side that she went down. Just before the *Mylie* sunk I was at the place where were the boats and rafts. A quarter-master told me and all other Chinese within hearing to save our lives. I never saw any of the foreign officers at that time. I did not go under with the ship because I hung to one of the rafts. On this raft were also the captain's boy, the second cook and the saloon boy. Afterwards in the water I saw the ship's sampah and one lifeboat. There was nobody in the lifeboat. I could see the ship sink from my raft.

"For six days I was on the raft. Only on the first day was the weather rough. Two of my companions died on the night of the wreck. They were swept overboard from it by the waves. Whenever the raft turned over I managed to go on to it by climbing up from underneath it and holding my breath. On the second day my last companion was swept off the raft. We had no food nor water. I drank a little of the seawater, and the others had drunk it."

#### CORONER'S SYMPATHY.

In answer to the Coroner, witness said he thought the Chinese coat found in the chief officer's boat might have belonged to the boatswain. It must have belonged to one of the Chinese members of the crew.

Continuing, witness said he was wearing a coat and trousers when he got on to the raft.

The Coroner: "Was there any food, at or near the lifeboats or in the lockers?"

I did not see any.

Do you think the ship may have struck a rock?—No, it was because of the waves that we went under.

In returning a verdict of death from exposure while in one of the *Mylie's* boats the Coroner said: "The story related by the captain of the *Sinking* in Court this afternoon is one of the many tragedies of the sea. Here we have a ship struck by a very bad typhoon on the 23rd. We shall never know exactly what happened because the only survivor, so far as we know, is not a technical man. We can only be sure of one fact—that the ill-fated vessel was heeled over to starboard in a very heavy sea. Eventually she heeled over too far and foundered. Of those four men on the raft, the messboy is the only man left to tell the tale. For 24 hours terrible seas washed over him. By an extraordinary chance he has survived."

The Coroner said he would go into the details—there were no aid. All our sympathies went out to the unfortunate officers and crew, and their relatives.

The full verdict was: "That Arthur Harvey Green, chief engineer of the str. *Mylie*, died in a boat of that ship from exposure between August 23rd and 24th, 1933, and that the *Mylie* foundered in a typhoon on the night of August 23rd, 1933, and that the body of the deceased was found in the boat the str. *Sinking* on the morning of August 26th."

### THE PORTUGUESE WORLD-FLIGHT.

Writing to the *Japan Chronicle* a Portuguese correspondent who is making arrangements in connection with a world flight by Portuguese aviators, says:—

A few months ago you published an account of the flight of our Portuguese aviators, Gago Coutinho and Sacadura Cabral, from Lisbon to Brazil. This flight made famous an instrument of their invention that enabled them to calculate landing distances accurately, and for which our Government received congratulatory telegrams from the heads of every nation, including the King of England. Their flight to the rock of St. Peter and St. Paul, given in Portugal in commemoration, was a brilliant feat.

Now they are projecting a flight round the world, with three aeroplanes, in which the Brazilian aviators will accompany them. They will leave Lisbon next March or June on an English aeroplane, via Algiers, Malta, Lesbos, Persian Gulf, Delhi, Calcutta, Bangkok, Hongkong, Canton, Shanghai, Nagasaki. Following the coast of Japan, they will go to Kamchatka, Aleutian Islands, Alaska, and then turning to the south, to Kodiak, Chichagov and Vancouver, from Vancouver to Quebec, St. John de Terra Nova, and thence to Lisbon via the Azores.

The first aeroplane will fly from Lisbon to Japan, the second to Terra Nova, and the third across the Atlantic. The cost will be £50,000. They expect that £10,000—the estimated travelling expenses—will be granted by the Government, but to be on the safe side they have made an appeal to the public and all the Portuguese newspapers have published it.

All Portuguese citizens are invited to subscribe, no more nor less than a hundred escudos (about £13).

#### THE SINGAPORE BASE.

In the House of Commons on August 2nd, Major Boyd-Carpenter, in a written reply to Mr. Cecil Wilson, says that the estimated total amount proposed to be spent on Singapore naval base is £10,500,000. £250,000 is provided in the current Navy Estimates, and it is anticipated that £250,000 will be required in 1934-35. Thereafter, the annual expenditure will be governed by circumstances. No date has yet been settled for the completion of the works.



# SUIT FOR POSSESSION. UNSUCCESSFUL CLAIM BY LANDLORDS.

His Honour, the Puiene Judge (Mr. Justice Gompertz) gave judgment yesterday morning, in a case in which the Man Fat Shing firm sued the Sam Wing firm, Yeung Fun Nam and the Tai On firm for the possession of two floors—the ground floor of No. 160, Wing Lok Street, and the first floor of No. 52, New Market Street.

His Lordship said the plaintiffs' case was that these two floors, together with the first floor of No. 160, Wing Lok Street, were let to the first and second defendants from about the first moon of the last Chinese year, by the lunar month. They alleged that the tenancy was determined by notice given by the first and second defendants during the third moon of the current year and, therefore, acting on this notice, the plaintiffs contracted to let the premises to other persons. Subsequently to the expiry of the notice, the plaintiffs alleged that the defendants sub-let the two floors, possession of which was claimed by the third defendant, whilst the first floor of 160, Wing Lok Street, was handed back by them to the plaintiffs.

The defendants, the Sam Wing firm, claimed that they were wrongfully dispossessed by the plaintiffs of the first floor of 160, Wing Lok Street, and they counter-claimed for re-instatement.

His Lordship, remarking that he did not believe the whole of the case of either party, went on to say that the main question was, of course, as to the validity of the notice to quit. He did not think the plaintiffs cared who their tenants were and it was also quite clear to him on the evidence that the Sam Wing firm authorised no one to give notice to quit on their behalf, and that they, in fact, knew nothing of the notice.

In his Lordship's opinion the giving of the notice by the second defendant, Yeung Fun Nam, was a piece of collusion between the plaintiffs and the Man Fat Shing, whose evidence was very unsatisfactory.

The plaintiffs and Yeung had said that when the tenancy was arranged there was an agreement against sub-letting, and an undertaking that if the Sam Wing firm gave up business the plaintiffs were to have back the premises. His Lordship rejected the contention on the evidence placed before him.

As to the counter-claim, his Lordship said the only question was were the plaintiffs invited by the defendants to do what they did or were they there, as the defendants allege, merely as trespassers. He accepted the plaintiffs' account of their resumption of this floor. He believed that it was invited and acquiesced in by the Sam Wing firm and that the claim for re-instatement would not have been set up by the defendants had not the plaintiffs brought the action.

In the result then there must be judgment on the claim for the first and third defendants with costs. On the counter-claim judgment would be awarded to the plaintiffs—the defendants to the counter-claim—with costs.

# INDIAN CHARGED WITH MURDER.

The Indian watchman concerned in the trouble in Des Voeux Road West on Wednesday night when he is alleged to have hit a Chinese over the head with his carbine, and shot another Chinese in the leg, was charged at the Magistracy, yesterday morning with the murder of the man he shot. The latter died in hospital on Thursday afternoon.

No evidence was taken, and his Worship (Mr. J. R. Wood) formally remanded the case till this morning for the appearance of the Crown Solicitor.

# AMERICAN STOWAWAY.

Born in Poland of Polish parents, and naturalised as an American citizen, Antony Misk appeared before Mr. Wood at the Magistracy, yesterday morning, charged with stowing away on board the s.s. *West Kent*.

Inspector Spear, prosecuting, stated that the defendant stowed away on the vessel at Shanghai on the 2nd inst., and was discovered in the fore-cabin two days later when the ship was at sea.

Sentence of one month's hard labour was passed.

# CORRESPONDENCE. THE RAISING OF THE SUBMARINE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—May one be allowed to suggest that the easiest way of raising the sunken submarine off the bed of the Harbour would appear to be to moor two large lighters stern and stern above the submarine and to fasten them, at low water, with strong chains to the hull of the submarine, and to leave the natural rise of the tide to do the rest.—Yours faithfully,

INTERESTED.

# RAISING THE "L.9."

Salvaging operations in connection with the raising of the submarine "L.9," sunk during the recent typhoon near the Queen's Statue Pier, reached an interesting stage yesterday. By means of compressed air pumped from "L.8," a sister submarine, into those chambers which were accessible to the divers a quantity of the water had been driven out of the vessel, lightening her considerably, so much so that yesterday at low tide a part of her conning tower was showing above water. Later in the afternoon several feet of the bow of the vessel could be seen above water and a squad of Naval tugs and launches were busy on the scene. We are informed that a part of the sunken vessel is now resting on a bank and the Naval authorities are planning to move the submarine by means of tugs so that she will rest entirely on the bank where she will be higher in the water. Once on the bank and with the assistance of low tide it is hoped that the naval workers will be able to get at those chambers in the submarine at present inaccessible. More air can then be pumped into her which will lighten her still further. There is every hope of the operation being carried out successfully.

# A REMARKABLE ACCIDENT. THE TRAM, THE TRUCK, AND THE SAMPAN.

A remarkable accident occurred at Connaught Road, near the Hoi On Steamship Co.'s wharf on Thursday afternoon. A truck was left alone on the road, and was placed in such a position that though it cleared the tram rails, it did not clear the whole track. Consequently when a tram came along it collided with the truck and sent it spinning across the road. It was seen by onlookers to go over the Praya wall, and apparently into the sea. Instead of a splash, however, there was a crash and a woman's shriek. It had fallen on to a sampan, striking the woman in charge. A Sikh constable went to the scene and boarded the sampan. He sent the woman to hospital and threw the truck into the harbour. The master of the truck returned in a state of righteous indignation, hurling epithets at the tram drivers, the policeman, and the sampan. He was arrested for his pains and charged at the Magistracy, yesterday, with obstructing the roadway.

Mr. Melbourne reprimanded the man for his carelessness and dismissed the case with a caution.

# SILVER CONTROL PROPOSED

An interesting proposal has been made in America by Mr. F. H. Brownell, first vice-president American Smelting and Refining Co., for the formation of a silver export association. North and South America produce about 80 per cent. of the world's silver, while about 65 to 80 per cent. of the world's production is sold through American companies. Mr. Brownell considers, if organised on lines appealing to the market, such an association might start with a control of about 70 per cent. of the world's output. Additional functions of the association would be to obtain first-hand knowledge of conditions in China and India, and of all things having an effect upon the market for silver.

# KUALA LUMPUR SENSATION. ALLEGATIONS AGAINST SECRETARY OF SANITARY BOARD.

A warrant has been issued for the arrest of Mr. E. A. Boardman, Secretary of the Kuala Lumpur Sanitary Board, on an allegation of criminal misappropriation of the board's funds.

For some time past there had been a rumour to the effect that Mr. Boardman had absconded with a large amount of Sanitary Board funds. Mr. Boardman obtained a fortnight's leave, and not having returned the accounts were checked and it is reported that a large misappropriation was detected.

# A SWINDLING SHERIFF.

A sheriff employed by the Motor Car Drivers' Association appeared before Mr. J. R. Wood at the Magistracy, yesterday morning, charged with embezzling from the Association the sum of \$328. Mr. C. H. Lyson appeared for the prosecution.

Mr. Lyson said the Motor Car Drivers' Association had not yet been registered with the Secretary for Chinese Affairs, but it was an association formed by car drivers for their own welfare and protection. The defendant had been appointed a sheriff and he worked under the supervision of an accountant. It was first discovered that the man was embezzling money in December, and he had since been watched and his books gone into.

Defendant admitted defrauding the association of about \$130, and denied that he took more.

He was sentenced to three months' hard labour.

# WORLD'S CRUISER FLEET. BRITISH AND JAPANESE TYPES.

Mr. Hector C. Bywater, in an article in the *Naval and Military Record* notes it is reported that work has begun on two Japanese cruisers of the latest and largest design, ordered last year from the Kawasaki Yard, Kobe, and the Mitsubishi Yard, Nagasaki. These are apparently the first of the four 10,000-ton ships authorised under the revised auxiliary programme of March, 1922. The other two go to the Government Dockyard at Kure and Yokosuka. Sasebo Yard is building one 7,100-ton cruiser, and the Uraga Dock has received the contract for a second. The present position in regard to Japanese light cruiser construction is therefore: Completed since 1918, 12; now building, 9; authorised but not yet begun, 4. With the exception of the first two (*Tatsuta*, *Tenryu*), which can make 31 knots, they are designed for a maximum speed of 33 knots and large radius of action. The cruisers are fitted with hangers and flying-off platforms for two aeroplanes. Comparison is made in the Japanese Press, presumably inspired by the naval authorities, between the *Natori* and the British cruiser *Delhi*, greatly to the disadvantage of the latter. Japanese naval critics agree their cruiser fleet, though inferior numerically, is more up to date and more powerful ship for ship than the British cruiser establishment.

# MODERN SHIPS.

Japan has 23 post-war cruisers and British none—unless the "cruiser-mine-layer" now building is included in this category.

It is no news, however, that the British Navy is dropping behind in respect of modern cruisers. It has nothing to touch the Japanese 31-knotters, nor has it any completed ship that compares in swiftness with the ten American *Omahas*. France is building three 8,000-ton ships with a designed speed of 34 knots. Adding the Japanese, American and French programmes together, we find a total of 24 foreign cruisers all able to steam at 33 knots or more. Great Britain has but two ships, "E" class, designed for 33 knots, and as the contract specifies this speed only when the vessels are in light condition, it will be safer to put their maximum service velocity at 32 knots. The only other British cruisers good for more than 30 knots are the *Hawkins*, *Frobisher* and *Effingham*, to which may shortly be added the *Indefatigable*, if it be true that the latter is to be recommissioned to her first design.

In 1914 the disparity, as regards quality, between the British and German cruiser fleets was less marked than it is to-day between the British cruiser establishment and that, say, of Japan. Considered entirely as an academic problem, what protection could a fleet of 45 cruisers (which included only six capable of steaming at 30 knots or more) extend to friendly commerce if the enemy had at sea even 15 raiders with speeds of 33 knots and above? It would, of course, be necessary to resort to convoy, but this is not obtainable for this duty, and can only perform it efficiently if they have a good speed, great steaming endurance, and powerful armament.

# CAR-RUNNING COSTS IN CHINA

While the lack of roads in China is the main drawback to any large volume of motor sales in that country, Trade Commissioner Lansing W. Holt, Shanghai, says that exorbitant license fees and high gasoline (petrol) prices are hurting the motor trade to a greater extent than is generally supposed. In Shanghai, where half of the motor vehicles are registered, the Municipal Council Revenue Office collects on an average \$50 gold per year from each motor-car owner. Gasoline is not obtainable at retail stations for less than 50 cents gold per American gallon. To Chinese operating costs are a very important factor. The owners of the higher-priced European cars do not consider expense, but it is different with the man to whom American low price appeals. Although the 5,000,000 gallons of gasoline imported annually into China cannot be considered a large market from the foreign oil refinery viewpoint, it would seem that the American motor-car manufacturer should be able to secure the co-operation of the large oil interests in increasing the use of motor vehicles, and thus enlarging the sale of gasoline.

# HONGKONG WEEKLY SHARE REPORT.

Messrs. Benjamin and Pott, in their Weekly Share Report dated Friday, Sept. 7th, say:—

While there has not been any expansion of business in the local market since the date of our last report, buyers of most stocks predominate and rates on the whole have been well maintained.

The market in the North for Cotton shares has developed more firmness influenced no doubt by the conditions in Japan following the unprecedented catastrophe in that country, and all prices mark an advance on the week.

Banks.—Hongkong and Shanghai Banks have declined with sales, made down to \$1.075, closing with buyers at \$1.070. The London quotation has receded to £118 10/- (middle).

Marine and Fire Insurances.—Deals have been made in Unions at \$23 to \$24. Cantons at \$630. North China at \$15. 140 and China Fires at \$130 are saleable at quotations.

Shipping.—Hongkong, Canton, and Macao Steamboats have been in good demand and the price has moved upwards to \$43. "Star" Ferries have eased somewhat during the week with buyers offering \$52. Hongkong Tug and Lighter shares stand at a premium of 15 cents. Particulars of this new local Company are given below.

Refineries.—Malabons made a further rise and business has been done at \$54. Cinn Sugars fell away in the beginning of the week to \$208, but have since recovered to a buying quotation of \$214.

Oils and Mining.—"Shells" have again been placed at 73/- and Langkats at \$15. 31. Kailans are wanted at 81/- and Tronohs at 20/-.

Electric Companies.—Hongkong Trams have been negotiated to a fair extent at \$23.40. Hongkong Electric remain steady at \$32. China Lights have receded to \$147 and \$14.60 for the Old and New shares respectively.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have again stiffened and are enquired for at \$153. Hongkong and Kowloon Wharves have been put through at \$153. There are buyers of Shanghai Docks at \$15. 89, New Engineering at \$15. 7 and Hongkong Wharves at \$15. 109 ex the interim dividend of \$15. 3 just paid.

Lands, Hotels, and Buildings.—Hongkong Lands have strengthened and sales have been made at \$80. Hongkong Hotels after having advanced to \$263 and \$26.10 have receded to \$26.10 and \$25.95 for the Old and New shares respectively. Humphreys Estates at \$247. Kowloon Lands at \$83 and Princes Buildings at \$115 are unaltered from last week.

Cotton Mills.—Exco were dealt in early in the week at \$15. 12.40 but have since advanced to \$15. 13. Shanghai Cottons have appreciated to \$15. 81 and Orientals to \$15. 3.20.

Miscellaneous.—China Providents were bought at \$25.10, but the demand has now slackened. Dairy Farms have been taken off the market at \$24.95 to \$25.30. Green Island Cements have fluctuated between \$28.10 and \$28.35. Peak Trams have changed hands at \$15. Watsons have been booked out at \$32. Hongkong Ropes have been sold at \$40. Taxi Cabs have been placed at \$4.10.

Forward Settlement Days.—27th September (Thursday), 26th October (Friday), and 27th November (Tuesday), 1934.

Exchange.—The T.T. selling rate on London to-day is 2/3, and on Shanghai 73.

# CHARGE OF MURDER ON HIGH SEAS.

# BRAWL ON THE "MACEDONIA" AND ITS FATAL ENDING.

Details of a murder on the high seas were related in H. M. Police Court at Shanghai last week when Shagaman S. K. Hoosen, a young man of rather striking appearance, garbed in the picturesque costume of the Near East, appeared before Mr. G. W. King charged with having fatally wounded a fellow passenger on the P. & O. S. *Macedonia* during the voyage from Kobe to Shanghai.

Mr. Maxwell Reece, who appeared for the prosecution, in outlining the case, said that accused at the deceased, Shadoo Currim, were members of the crew of the *Str. Banca*, who were being conveyed from Yokohama to Bombay to be paid off. The tragedy occurred on August 30th, when the *Macedonia* was about 50 miles off the Sadilles. Evidence would be given that, after speaking with the deceased, who was among the crew on the fore-cabin head, accused was seen to draw a knife and stab him in the lower part of the chest, Shadoo having his hand clamped with the knife in attempting to ward off the blow. The wounded man staggered to his mattress bleeding profusely from his wounds and never rose again. He was attended by the ship's doctor but was beyond recovery, and died shortly afterwards. Accused was placed under arrest and handed over to the Police on arrival in Shanghai.

Evidence of arrest was given by Det. Sub-Inspector Yorke, who stated that after the warrant had been read over to him, and the usual caution given, accused replied: "That was my brother. I did not murder him. Is he dead? He was my cousin. How is he now? Is he sick?"

Dr. Stevenson Moore, of the *Macedonia*, described the wounds which caused Shadoo's death, and officers of the ship gave evidence of the arrest of the accused after the crime had been reported to them. Before the Indian died a statement was taken from him in the presence of witnesses.

Accused denied the charge, and explained that the spots of blood on his clothing were due to deceased lying down on his bed when he was on it.

A remand was ordered.

# BATHING COSTUMES

# NEW STYLES & COLOURINGS



THE  
LATEST  
FROM  
— AMERICA —

WOOL, SILK,  
COTTON & WOOL

ALSO

A NEW SELECTION  
OF SMART BATHING CAPS.

LANE, CRAWFORD, LTD.

# COTYS'

Parisian Perfume Essences.

*Emeraude, Origan,  
Ambre-Antique,  
Jasmin & Lilas, etc.*

LANE, CRAWFORD, LTD.

# ENGLISH RECORDS

EXPECTED.

YES! WE HAVE NO BANANAS

FOX-TROT AND SONG.

"MUSIC BOX" REVUE ... SELECTION  
"BRIGHTER LONDON" ...  
"LITTLE NELLIE KELLY" ...  
"THE MERRY WIDOW" ...

ETC.

AT

ANDERSON'S.

**Powell Ltd.**  
TELEPHONE C. 344

# FRENCH SILK FOULARDS

NAVY AND WHITE  
BLACK AND WHITE

# BROCADED

CREPE-DE-CHENE

IN A PRETTY RANGE OF COLOURS

# SATIN CHARMANTE

IN THE LATEST COLOURINGS



## NEW ADVERTISEMENTS

PROVINCIA DE MACAU.  
DIRECCAO DOS SERVICOS DE FAZENDA.

IT IS HEREBY NOTIFIED that the PUBLIC SALE of the Property known as SUN FAI IN, either in One Lot or in Lots, will take place in the MACAU EXCHEQUER DEPARTMENT, on the 8th of OCTOBER NEXT, at 3 P.M.

The Price for the Property is \$75,000.00, being as follows:  
Lot No. 1. ... \$22,354.20.  
" 2. ... 25,131.60.  
" 3. ... 11,796.40.  
" 4. ... 15,717.80.  
Total ... \$75,000.00.

The Sale Conditions and Photographs of the Lots may be seen in the Consulate for Portugal in Shanghai, Hongkong and Canton.  
Exchequer Department of the Province of Macau, 8th August, 1923.

ANTONIO MEIRELES E VASCONCELOS,  
Chief of the Exchequer Department.  
[1285]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamers "BELLEROPHON" are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignee's risk and subject to terms and conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 7th September.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 12th September, will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 27th Sept., or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.  
Hongkong, 7th September, 1923. [1285]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamers.

"INION" are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignee's risk and subject to terms and conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 7th September. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 12th September, will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 27th Sept., or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.  
Hongkong, 7th September, 1923. [1287]

## NOTICE.

THE THIRD AQUATIC MEETING of the LUSITANO RECREATION CLUB will be held on SATURDAY, 9th INST., at the V.R.C. BATH (by courtesy of the Committee) commencing at 2 P.M. Sharp.  
M. F. BAPTISTA,  
Hon. Secretary.  
Hongkong, 6th September, 1923. [1293]

## RUGGER.

A MEETING will be held in the Hongkong Cricket Club Pavilion, on TUESDAY, SEPTEMBER 11th, 1923, at 5.15 P.M. All Persons interested in Rugby Football are requested to be present.  
[1270]

CHINA COAST OFFICERS' GUILD.  
MARINE ENGINEERS' GUILD OF CHINA.

A COMBINED MEETING of MEMBERS will be held at the Guilds' Office, SARONS' HOME, on SUNDAY, 9th SEPTEMBER, 1923, at 11 o'clock A.M. Sharp. To consider the Draft of Proposed Fines Regulations.  
T. T. LAURENSEN, C.O.C.,  
W. J. STOKES, M.E.C.,  
Branch Secretaries.  
[1276]

## THE SANDAKAN LIGHT &amp; POWER CO. (1923) LTD.

THE FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company, ST. GEORGE'S BUILDING, CHATER ROAD, VICTORIA, HONGKONG, on TUESDAY, the 18th SEPTEMBER, 1923, at 11 o'clock in the FORENOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ended 30th April, 1923, and electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from Tuesday, the 11th September, '23, until Tuesday, the 18th September, 1923, both days inclusive.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 6th September, 1923. [1291]

## INTIMATIONS

## NOTICE.

I have THIS DAY Taken over the Business of the ENTERPRISE SHIPPING CO., of 18, Des Voeux Road Central. All Accounts against the "SUN ON" must be presented to me Not Later than the 30th SEPTEMBER, 1923.  
J. M. GUTIERREZ, Jr.  
[1280]

## NOTICE.

NOTICE IS HEREBY GIVEN That the Business of the ENTERPRISE SHIPPING CO., has THIS DAY been Transferred to Mr. J. M. GUTIERREZ, Jr. All Accounts against the above named Company to be presented to Mr. J. M. GUTIERREZ, Jr., before the 30th SEPTEMBER, 1923.  
J. M. GUTIERREZ, Jr.  
D. A. CALDWELL,  
LAM TONG.  
[1280]

## NOTICE.

NOTICE IS HEREBY GIVEN that Mr. WONG SIK CHUNG has been duly authorised by the Board of Directors of the KAM HING KNITTING CO., LTD., to act as Manager of the Company during the absence of Mr. WONG KAM FUK, the Manager thereof.  
KAM HING KNITTING CO., LTD.  
Per WONG KAM FUK, Manager.  
[1283]

## GREEN ISLAND CEMENT CO., LTD.

## NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the Half-year ending 30th June, 1923.  
Such Interim Dividend will be payable on and after TUESDAY, the 18th SEPTEMBER, at the office of the Company, where Shareholders are requested to apply for Warrants. The REGISTER OF SHARES of the Company will be CLOSED from the 7th September, 1923, until the 18th September, 1923 (both days inclusive), during which period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th August, 1923. [1286]

## HONGKONG CLUB.

## NOTICE.

THE THIRD YEARLY DRAWING of 80 DEBENTURES (1923 issue—\$500 each) of the HONGKONG CLUB, Payable on SATURDAY, the 29th SEPTEMBER, 1923, will be held in the CLUB HOUSE at 11 o'clock A.M., on SATURDAY, the 29th SEPTEMBER, 1923.  
Borrowers of Debentures are invited to attend the Drawing.  
By Order,  
A. H. ABBAS, Secretary.  
Hongkong, 28th August, 1923. [1219]

## RUMPHREYS ESTATE &amp; FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2814 for 30 Shares numbered 53303 to 53332; Certificate No. 4817 for 25 Shares numbered 93851 to 93875; and Certificate No. 482 for 8 Shares numbered 2403 to 2410 all registered in the Name of GEORGE BOYES have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 15th SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 15th August, 1923. [1175]

## MEDICAL OFFICER.

THE POST OF MEDICAL OFFICER in the Port of CHEUNGKONG, China, is shortly falling vacant. Inquiries should be addressed to the Secretary, THE BRITISH MUNICIPAL COUNCIL, CHEUNGKONG. [1221]

## UNIVERSITY OF HONGKONG.

## MATRICULATION, SENIOR LOCAL AND JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the above Examinations will begin on MONDAY, NOVEMBER 16th, 1923. Forms, of entry and copies of Regulations and Syllabus can be obtained on application to the Registrar. Each Entry form, duly filled in, must reach the Registrar together with the statutory fees on or before the 16th SEPTEMBER, as follows:—  
Matriculation and Senior Local Examinations ... \$15 H.K. Currency.  
Junior Local Examinations ... \$10 H.K. Currency.  
Candidates offering more than seven subjects in the Matriculation and Senior Local Examinations, and more than eight in the Junior Local Examinations, will be charged an additional fee of \$1 for each subject so offered. The following Scholarships and Prizes, further particulars of which can be obtained from the Registrar, will be awarded on the results of the Matriculation Examination:—  
(1) Two King Edward VII Scholarships of the value of £40 per annum open to British subjects only.  
(2) One President of China Scholarship of the value of £400 per annum open to Chinese subjects only.  
(3) One Hongkong Government Scholarship of the value of \$1,000 per annum, open to Candidates from all Hongkong Schools for Boys.  
(4) One Hongkong Government Scholarship of the value of \$1,000 per annum, open to Candidates from all Hongkong Schools for Girls.  
(5) Four Montagu French Prizes, two of \$50 and two of \$35.  
Bound copies of Examination Papers, set at past Examinations, can be obtained from the Registrar, Price \$1.00 per set.  
JOHN T. HOLMAN,  
Acting Registrar.  
Hongkong, 6th September, 1923. [1278]

## INTIMATIONS

## PUBLIC AUCTION.

THE Underigned have received instructions to sell by PUBLIC AUCTION, on

TUESDAY, WEDNESDAY AND THURSDAY, the 11th, 12th and 13th, September, 1923, at H. M. NAVAL YARD Hongkong, and at Kowloon NAVAL DEPOT, commencing each day at 9.30 a.m. within an interval from 12 Noon to 1.30 p.m. OLD and SURPLUS NAVAL STORES, &c., &c.

Comprising:—  
Life Boats, Dingies, Whalers, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Jackets and Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Metallic Hoses, Old Corning, Canvas Bags, Old India Rubber, Old Leather, Old Woolen and Linen Rags, Old Asbestos, Old Cork, Oil Iron and Steel, Old Brass, Copper, Lead and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood, Iron and Gun Metal Blocks, Lamps, Gauges, Steel Tubes, Old Steel Wire Ropes, Mineral Oil, Chain Cable, Drillings, Slotting and Grinding Machines, Lathes, Pinnace and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Fold up Lavatories, Old Packing Cases, Packing Boards, Old Casks, and a large quantity of Fire Bar Iron, &c.

Lots may be inspected on Monday, the 10th September, 1923.

Also SALE of Old and Surplus Victualling Stores at Kowloon on FRIDAY, 14th September. Comprising:—  
Unserviceable Provisions, Rabbit, Raisins, Clothing and Mess Gear.

Terms of Sale—As detailed in Catalogue. HUGHES & HUGHES, By Appointment Auctioneers to the Admiralty.  
Hongkong, August, 1923. [1217]

S.S. "COMMISSAIRE-PIERRE LECOCQ."  
SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from ANTWERP and MIDDLESBROUGH, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining undelivered after the 11th September, 1923, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 15th September, 1923, or they will not be recognised. All damaged Packages will be examined on Tuesday, the 11th September, 1923, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. R. BODENFUSER, Acting Agent.  
Hongkong, 5th September, 1923. [1287]

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KAERMALA"

ARRIVED HONGKONG on 6th SEPTEMBER, 1923. FROM ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed. Optional goods will be landed here unless instructions have been given to the contrary six hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m., on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 6th September, 1923. [1269]

## NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.  
FROM NEW YORK.

THE Steamship "ELVERHO"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Sept., 1923, will be subject to rent. All Claims against the steamer must be presented to the Underigned on or before 17th September, 1923, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 10th September, 1923, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.  
Hongkong, 6th September, 1923. [1271]

## INTIMATION

JOHN DEWAR & SONS, LTD.  
PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL" FINEST SCOTCH WHISKY OF GREAT AGE. AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT The very finest old SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

## SOLE AGENTS—

A. S. WATSON & CO., LTD.,  
Wine & Spirit Merchants.  
PHONE 616.

## BIRTH.

CARVALHO.—At Shanghai, on August 30th, to Mr. and Mrs. T. A. CARVALHO, twin sons.

## MARRIAGE.

BARCLAY—MacLAUCHLAN.—At Shanghai on September 1st, THOMAS CHARLES BARCLAY, to ESTHER MACLAUCHLAN, eldest daughter of the late ANGUS MACLAUCHLAN, Greenock.

## DEATH.

WHITE.—At Shanghai, on August 30th, NORMA PATRICIA, dearly beloved daughter of Mr. and Mrs. NORMAN WHITE, aged 9½ months.

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 8th, 1923.

## THE FOREIGN CASUALTIES IN JAPAN.

We are able to publish to-day the first attempt at a full list of the British residents of Yokohama who perished in the great earthquake which occurred just a week ago. If anything were needed to confirm the statements which have been published as to the magnitude and completeness of the ruin at Tokyo and Yokohama it is surely to be found in the fact that we have had to wait a whole week for a list of the British residents of Yokohama who are believed to have been killed. The list, be it noted, is given with the qualification that "absolute certainty is impossible as the identification of the corpses is impossible." This list of forty-six persons—men, women and children—is not to be taken, of course, as the total foreign death roll in Yokohama. Like most of the ports of the Far East, Yokohama had a very cosmopolitan community. People of almost every nationality lived there. One of to-day's telegrams, in fact, mentions the death of four Russian women, two girls, and the Italian Consul who were all crushed to death inside the American Consulate; and the death of several people of other nationalities has been mentioned in earlier cables. Moreover, the list sent out by H.M.S. Dispatch contains the names, apparently, only of British residents,

and does not include the names of transient visitors, or but few, if any. A cable has told us that there were upwards of two hundred people staying in the Grand Hotel, which was demolished by the earthquake, and there were doubtless, at this season of the year, many visitors in the other hotels, which have been reduced to ruins. We sincerely hope that the estimate of five hundred foreign residents killed in Yokohama, given by an American correspondent, is a much exaggerated estimate, but there is only too much reason to fear that the total of all nationalities (not including Chinese) must run well into the hundreds.

The news from Tokyo is still very meagre and very contradictory on the subject of the foreign casualties in the Capital. We have, for example, a cable to-day which says that Mr. J. RUSSELL KENNEDY, who is Managing Director of the Kokusai News Agency (the combined Reuter and Associated Press services) has reported that the British Embassy personnel is safe, while just before that message reached us we had one from Shanghai saying that, according to a report by H.M.S. Dispatch, Mr. HOUSE, the Commercial Attache, and Mr. WARBELL, the accountant, had been killed, and that two other members of the Staff are missing. These contradictory reports serve to show how very difficult it must be, even yet, to get accurate information. Then we have also to hear from numerous summer resorts in the area affected by the earthquake, but the difficulties of communication are such that the worst conclusions should not necessarily be drawn from the absence of news from foreign visitors who are known, or assumed to be in that region. The surprising thing is that in so devastating a calamity the foreign casualties are not much greater than they actually are.

Cable communication with Macao has been restored.

The temporary time-table of the Kowloon-Canton Railway (British section) is printed in to-day's issue.

Sir Robert Ho Tung left on Thursday by the Empress liner for Shanghai. Mr. P. A. Cox was also a passenger.

All collections made in all Catholic Churches of the Colony on Sunday next, the 9th inst., will be in aid of the victims of the Japanese disaster.—Adv.

The total output of the Kailan Mining Administration's mines for the week ending August 25th amounted to 84,493 tons, and the sales during the period to 75,225 tons.

General Headquarters at Canton has received information that Changsha has been captured by the Constitutional forces, and that "perfect peace" is being maintained in the City.

Mr. Argyll Robertson who lately retired from the Eastern service of the Chartered Bank has accepted an appointment in the London, Scottish and Australian Bank, in London, as acting sub-manager.

Deported from the Colony by the police in August, 1922, a British subject named H. E. Roberts returned from Shanghai a month ago, and was re-arrested by the police on Wednesday. He appeared before Mr. Melbourne at the Magistracy, yesterday morning, on a charge of being without visible means of support, and was sent to the House of Detention.

Dr. J. Lyon Brown, who has been associated with the firm of Messrs. Jordan, Forsyth, Grove and Aubrey, has severed his connection with Hongkong, and left by the Empress of Asia on Thursday for Shanghai en route to Hankow, where we understand he is entering into partnership with a resident medical practitioner in that port. Dr. Lyon Brown has made many friends in Hongkong whose good wishes will follow him in his new sphere of activity.

Four residents of Shanghai—Mr. H. Reynell, Mr. E. S. Wilkinson, Mr. G. H. Wright and Mr. G. A. Turner—recently made the ascent of Mount Fuji. From the time they left the hotel where they were staying until their return 23 hours were occupied. They rode part of the way along the lower slopes, climbing the remainder. A stay of two hours was made at the summit, where the atmosphere was bitterly cold. Messrs. Reynell, Wright and Turner had returned to Shanghai last week.

On the arrival of the P. & O. s.s. Macedonia, in Hongkong, Capt. Potter, reported to the Harbour Officer that a fireman—presumably a Lascar—had been murdered on the voyage down the coast. He also reported that the case was being dealt with before the Courts at Shanghai.

A notice has been issued by the Harbour Master (Commander C. W. Beckwith, R.N.), stating that during the recent typhoon certain submarine cables crossing the Harbour between North Point and Hung Hom Point were pulled out of the anchorage to the extent of about 200 yards West of the Western boundary. As it will take some considerable time to replace the cables in the prohibited anchorage all ships are warned until further notice to keep clear of the prohibited anchorage to within 300 yards of the Western boundary.

The International Committee for Assistance and Reparation of Russian Refugees at Shanghai have decided to hold a lottery for the purpose of raising funds for the repatriation of the Russian refugees. With the authorization of M. Willden, French Consul-General, the members are to conduct the lottery in the French Concession. The Committee consists of Messrs. C. R. Burkill, H. E. Arnold, A. J. Welsh, Gordon Morris, C. H. Metzler, W. T. Findley, M. Grosbois and Lok Wei, and the hope is that the lottery will be of such an attractive nature that a very large amount of money will be forthcoming. None of the money will be used for the maintenance of Russians in Shanghai, although certain incidental expenses will have to be met before repatriation can be started, but it will be used to send the Russian—first of all the Cadets—back to their native land.

There was a big fire last week at the A.P.C. benzine depot at Shanghai. It originated on one of eight lighters which were alongside the wharf discharging supplies of benzine brought by the steamer Hainan. Fortunately, says the N.Y. Daily News, the wind carried the flames away from the wharf, and no damage was done there beyond a slight singeing of the pier head.

It was impossible for the firemen to get within close distance of the lighters, several of which were of steel and quickly became red-hot. In any case, the usual method of quelling the flames by water was out of the question, since the burning oil would simply have risen to the top and have floated over the bulwarks into the river, thus endangering shipping. Two of the lighters drifted down stream, and caused damage to the railway wharf on the opposite side, and one capsized during an attempt to tow it away from the wharf. Four of the six are a total loss, possibly the six. This means damage to the extent of at least \$150,000, the lighters containing in all 200,000 gallons of benzine. It is reported that two Chinese employed at the wharf are missing.

## FAR EASTERN CABLE NEWS.

[BY COURTESY OF "THE DAILY BULLETIN"]

## RELEASE OF FATHER MALOTTO.

HANKOW, September 6th.  
General Pang has telegraphed that his troops attacked the bandits at Tungpei, affecting the release of Father Malotto, who is being escorted to Hankow to-night.

## TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the American Consulate-General, yesterday afternoon:—

- 1.—Typhoon in about 132deg. Long. E. 22deg. Lat. N., moving West.
- 2.—Typhoon in about 145 deg. Long. E. 30deg. Lat. N., direction unknown.

## DEATH OF SIR JAMES BURNS.

We regret to learn that news has been received from Sydney of the death there on August 22nd of Sir James Burns, chairman and managing-director of Burns, Philip & Co., the well-known Australian firm of merchants and ship-owners. Sir James was born in Edinburgh in 1846, went to Australia at the age of 18 and after four years as a pastoralist entered business at the age of 20 and gradually built up the most important of Australian commercial houses. He was director of some 20 Australian companies and institutions, President of the Highland Society of New South Wales, and for a long period commanded one of the N.S.W. Lancer regiments. He was a member of Legislative Council for 15 years and received the K.O.M.G., in 1917.



# THE CATASTROPHISM IN JAPAN.

## LIST OF BRITISH DEAD AT YOKOHAMA.

### EMBASSIES AT TOKYO THAT ARE SAFE.

### EARTHQUAKE VIBRATIONS DIMINISHED: NO MORE ANXIETY.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### LIST OF BRITISH DEAD AT YOKOHAMA.

SHANGHAI, September 7th.

H.M.S. *Dispatch* (which is at Yokohama) has sent out a wireless saying that the following British subjects in Yokohama and neighbourhood are believed to have been killed, but absolute certainty is impossible, as identification of the corpses in many cases is impossible:—

J. H. Watson.  
E. H. Peacock and wife.  
Leonard Eyles.  
F. L. Elliott, assistant, S. Ives & Co., Ltd.  
Tom Abbey.  
C. O. M. Mason (C.C.W. assistant, Thos. Cook & Son).  
Charles Piquet, Agent, Thos. Cook & Son.  
R. Jackland.  
R. C. Ginn and wife (R. C. Ginn, agent, P. & O. Co.).  
C. Stangrove.  
F. J. Weyll, assistant, Canadian Pacific Steamship Co.  
I. C. Morrison, assistant, Hongkong and Shanghai Bank.  
G. Niven, assistant, Rising Sun Petroleum Co.  
S. J. H. Tebbutt and wife, Rising Sun Petroleum Co.  
F. J. F. Cullinan, assistant, Rising Sun Petroleum Co.  
Maurice Russell, managing-director, Geo. Whymark & Co. and J. Currow & Co.  
Bob Jones.  
R. C. McKinnell, managing-director, Lane, Crawford & Co. (Yokohama).  
Edwin Wheeler, medical practitioner.  
John Thomas, exchange broker.  
W. B. Mason, author of "Things Japanese".  
A. J. S. Lefroy, merchant.  
J. Watson, of Messrs. G. R. Gregg & Co., Ltd.  
A. Robertson, supt.-engineer, Rising Sun Petroleum Co.  
J. T. D. Mollison and wife (J. T. D. Mollison, director of Mollison & Co., Ltd.).  
A. H. Tait, manager, Chartered Bank of India, Australia and China.  
J. F. Hibbs.  
— Simpson, wife and child.  
Mrs. W. T. Hingston.  
— H. W. Rowbottom.  
— Kirkland Wilson.  
— Meland and child.  
— Nicoll and child.  
— S. H. Somerton.  
— Vox.  
— H. Crane.  
Mr. H. L. Fardell (Swiss) is also dead.

#### DEATHS OF OTHER FOREIGN RESIDENTS.

Kobe, September 7th.  
A member of the American Consulate at Yokohama who has arrived at Kobe says four Russian women, two girls, the Italian Consul (Signor Genco) and a Japanese clerk were crushed to death inside the Consulate.

Dr. Worden, previously reported dead, was seen alive at Yokohama.

#### FOREIGN AMBASSADORS WHO ARE SAFE.

OSAKA, September 7th.

It is reported that a Secretary of the Japanese Foreign Office has toured the zone of disaster, including Kamakura, Zushi and Haya, investigating the safety of the Foreign Ambassadors and reports that the following are safe: The Mexican Minister, the German Ambassador and family, the family of the Belgian Ambassador, the French Ambassador and wife, and the Brazilian Minister and wife.

#### 1,000 EARTHQUAKE VIBRATIONS IN SIX DAYS.

Tokyo, September 7th.

The Central Observatory has announced that earthquake vibrations were felt on September 1st and 2nd 356 times; on the 3rd 229 times; on the 4th 173 times; on the 5th 148 times and on the 6th, up till six o'clock in the morning, 63 times, aggregating 1,029 times. Earthquake signs are diminishing and there is no more anxiety.

#### YOKOHAMA QUIET.

NAGASAKI, September 7th.

According to a report issued on Wednesday by Headquarters of the Martial Law Authorities, Yokohama is quiet.

#### STILL 135,000 SHELTERLESS IN TOKYO.

NAGASAKI, September 7th.

The Tokyo municipality is pushing repairs with the aid of troops, but the shelterless refugees still number 135,000.

#### MILITARY CADETS GUARD EMBASSIES.

NAGASAKI, September 7th.

Five hundred military cadets are guarding the Embassies and Legations.

#### THE DAIBUTSU.

OSAKA, September 7th.

While the safety of the famous Daibutsu (huge image of Buddha) at Kamakura is still unknown, the latest photographs of Tokyo depict a small Daibutsu at Ueno Park sitting there calmly, with the head completely gone.

#### ONLY THOSE ON OFFICIAL DUTY ALLOWED TO ENTER TOKYO.

An official wireless message states that nobody will be admitted into Tokyo unless on official duty.

It is believed this is intended to minimize the tremendous influx of anxious inquirers.

#### AUSTRALIAN AND JAPANESE TENNIS PLAYERS CANCEL ENGAGEMENTS.

NEW YORK, September 6th.

Hawkes and the other Australian Davis Cup players and Shimidzu and the other Japanese players have withdrawn from the Greenwich Tournament owing to the death of Hawke's father in the earthquake at Japan.

#### EFFECT OF EARTHQUAKE ON MANCHESTER.

The *Manchester Guardian*, discussing the effect of the Japanese earthquake on the cotton trade, remarks that Manchester's connection with the Japanese trade has been long and intimate. Many friendships have been contracted and sympathy is therefore deep and widespread. The fact that the Japanese are not only customers but competitors with Manchester, counts for nothing.

It is highly probable that Manchester traders will lose a considerable sum through the destruction of stocks which have not been taken by consignees, while many importers are likely to require consideration in connection with trading accounts through the shattering of customers' fortunes.

The *Manchester Guardian* has no doubt that the fullest consideration will be readily given, as between friends.

#### EARLIER CABLES.

#### 200 FOREIGNERS DEAD AT YOKOHAMA.

OSAKA, September 6th.

An intercepted wireless message sent by the Associated Press correspondent at Tokyo, dated Wednesday at noon, says:— "It is estimated that 200 foreigners lost their lives at Yokohama, but the names are unobtainable. Yokohama is a charnel house. An arrival from there says the stench of bodies is unbearable. The canals are filled with dead, who were driven thence and to the water front by fire."

A large number of foreigners were caught in Main Street whilst doing their Saturday shopping. The earthquake left great gaps in the pavement.

The Americans and British are gathering the bodies of foreigners for burial at sea. Remnants of the Chinese population are gathered under the bluff without food or shelter.

The first known and only American dead in Tokyo is Mr. W. T. Blunt, of the General Electric Company, who was killed when the factory collapsed.

The Americans at Yokohama dead include Mr. McDonald of the Grand Hotel; Mrs. Root and son (who was a recent arrival) and Mr. Kirjassoff, American Consul.

#### "YOKOHAMA WIPE OUT."

OSAKA, September 6th.

An intercepted wireless message from Reuters at Tokyo says:—"Yokohama is wiped out. Mr. Kirjassoff and wife are dead. There has yet been no communication with Osaka or Nagoya. The deaths and casualties probably number 50,000. A number of hospitals including St. Luke's and the International, were burned, the latter without casualties."

Another intercepted wireless message says the American Ambassador and the entire Embassy staff are safe with the exception of Major and Mrs. Crane, whose fate is not yet known. The Consul, Mr. Kirjassoff and family, as well as Miss Doris Babbitt are reported killed. The message is signed by Mr. Woods and addressed to the Secretary of State at Washington.

#### AUSTRALIAN TENNIS PLAYER'S FATHER KILLED.

MELBOURNE, September 6th.

Mr. Hawke, father of the well-known Australian tennis player, was killed at Yokohama but the latter's mother is safe.

#### YOKOHAMA A HELL.

OSAKA, September 5th.

According to a ship's officer, the *London Maru* was about to sail when the first shock was felt. Then, in a few minutes, the peaceful town was changed into a hell. The *London Maru* did all possible to save the living. Especially terrible was the explosion of oil tanks which sounded as if the earth itself had cracked.

#### 400 BRITISH REFUGEES FROM YOKOHAMA AT KOBE.

Four hundred British refugees from Yokohama have arrived at Kobe. It is confirmed that Mr. Haigh, British Vice-Consul at Yokohama, was killed.

#### "GREATER LOVE HATH NO MAN."

NAGASAKI, September 6th.

Instances of heroism are related in connection with the calamity at Yokohama, where Japanese youths refused to leave their foreign mistresses and babies, preferring to die together rather than flee. Japanese cooks, chauffeurs, and others heroically toiled in the rescue work, risking their own lives. One coolie stood in a path of flames and helped the women and children to escape while he himself was fumigated.

#### TOKYO'S DEATH ROLL.

LAKE, September 6th.

A wireless message announces that there are 30,000 dead, 100,000 injured and 250,000 homeless in Tokyo.

#### TOKYO DAMAGE LESS THAN FIRST REPORTED.

LONDON, September 6th.

The British Consul at Kobe reports to London that the damage to business and official districts in Tokyo is not so extensive as at first believed. The British Consulate, as well as the Embassy, have apparently been saved, and the War Office, Foreign Office, the Admiralty and the Department of Justice are intact.

#### NEWS OF THE EMBASSIES.

NAGASAKI, September 7th.

A message from Mr. Kennedy Denay, brought in by a refugee, states that the British Embassy personnel are safe.

SHANGHAI, September 7th.

A wireless message from H.M.S. *Despatch* says the casualties at the British Embassy were Mr. Horne (Commercial Attaché) and Mr. Wardell (Accountant) killed. Messrs. Ashwith and Warton are missing but believed safe. Mr. Haigh (Vice-Consul at Yokohama) and Mr. Lees (Shipping Clerk) were killed. Mrs. Kingston, wife of the Surgeon-Commander of the Naval Hospital, was killed. The remainder, with their families, are safe.

It is officially stated that the Swiss Minister and Legation staff are safe. The German Consul-General, Herr Thiel, and family are reported safe.

ROME, September 6th.

The Italian Ambassador to Tokyo is safe.

#### ROUND THE FIRMS.

Practically little or no fresh news was received yesterday by firms in Hongkong. At the Hongkong and Shanghai Bank we were informed by Mr. Stephen that no further news had been received from the staff at Kobe. He mentioned, however, that the exchange rates were now being sent through from Kobe, which, in his opinion, showed that business was gradually being resumed.

Messrs. Lane, Crawford, Ltd., Hongkong, have received the following message from Messrs. Lane, Crawford and Co., Kobe, which gives news of firm bearing the same name:—"McKinnell dead; Johnson on *Dungola*." Both these gentlemen were Managing Directors of the firm. The Hongkong firm of Messrs. Lane, Crawford, Ltd., we are informed, is not in any way financially connected with the Yokohama firm of that name.

Messrs. Thos. Cook and Son have been advised by their Shanghai office that Mr. C. Piquet (Agent) and Mr. C. C. W. Mason (assistant) of the Yokohama office are reported killed; there is uncertainty about Mr. F. S. Picken (assistant). Mr. Weight (assistant) and Mrs. Piquet are safe.

The Chartered Bank of India, Australia and China has received a wire from Mr. A. D. MacDougall, of its Yokohama branch, to the effect that he is safe and well. He was previously reported as missing or dead.

The Chartered Bank of India, Australia and China have received the following telegram from their Kobe Office:—"Yokohama Agency totally destroyed and doubtful whether any books or records can be recovered."

A cable to the Hongkong office of the P. and O. Company received yesterday morning from Kobe, states that Mr. Angrave of the Yokohama branch has reported at Kobe. He is quite safe. But there is still no news of Mr. R. C. Graff, Agent for the Company at Yokohama. It is believed that Mr. Graff was in Tokyo at the time of the earthquake.

Mr. D. Templeton, manager of the Taikoo Sugar Refinery, who has been on holiday in Japan with his wife and daughter, called yesterday evening that they were safe and were returning to the Colony.

A cable received from Kobe via Shanghai, by the International Banking Corporation in Hongkong states that all their staff in Japan are reported to be safe, except that there is no news of Messrs. Holbrook and Morse. All the bank records at Yokohama are supposed to be destroyed. Mr. Morse was formerly of the Hongkong staff.

The Japanese Consul-General has cabled to the Tokyo Foreign Office a report of the resolution moved by H.E. the Governor and passed by the Legislative Council on Thursday, expressing sympathy with the Japanese nation and approving the grant of £250,000 for the relief of distress in Japan.

Mr. Colin Sara, an office-bearer at the Wanchai Wesleyan Chapel, has received a cable from the Rev. Clouston Porri in Japan, stating that his wife and himself are both safe. The message was despatched from Numazu, which is 84 miles by railway from Tokyo.

#### YOKOHAMA BREAKWATER DESTROYED.

#### COASTAL LIGHTS SMASHED AND CARGOES UNSAFE.

Messrs. Butterfield and Swire have received messages to the effect that the breakwater at Yokohama has been completely washed away, and all the coastal lights for miles around have been destroyed. The Harbour will require surveying as soon as possible.

There is absolutely nothing for the protection of cargoes since the Customs House has been destroyed, whilst there are no landing facilities.

#### HELP FOR THE SUFFERERS.

#### THIRTY DAYS' MORATORIUM.

OSAKA, September 6th.

A thirty days' Moratorium has been proclaimed for payments falling due from September 1st to 30th. The Moratorium is inapplicable outside the zone of the disaster. Profiteers in essential commodities are liable to three years' imprisonment or a three thousand yen penalty. The spreading of rumours tending to encourage rioting, damage to life or property or to disturb peace and order is liable to ten years' imprisonment or a penalty of three thousand yen. The Moratorium, the prohibition of profiteering and the prohibition of false rumours have been issued in the form of emergency Imperial Edicts.

#### GENEROSITY OF RICH FAMILIES.

NAGASAKI, September 6th.

Two of the wealthiest families in Japan, Mitsui and Mitsu Bishi, have offered five million yen each for relief.

#### PRINCIPAL BANKS REOPENING.

OSAKA, September 6th.

All the principal banks in Tokyo are reopening. The Bank of Japan is practically safe. The Mitsui Bank vault is safe, and important papers have been saved.

The Mitsui Bishi, Taiwan and Chosen Banks and the Industrial Bank of Japan are all safe. The Yokohama Specie Bank is also reported to have been saved.

#### HELP FROM INDIA.

SIMLA, September 6th.

Lord Reading has decided to open an Indian Japanese Relief Fund and is donating five thousand rupees himself.

#### FINE RESPONSE IN NEW YORK.

NEW YORK, September 6th.

The local Japanese Relief Fund already totals over a million dollars, including a hundred thousand dollars each from Mr. J. D. Rockefeller, Junior, and the Spelman Rockefeller Foundation.

The Silk Association raised \$150,000 in half an hour yesterday.

Many commercial houses have given clothing, food and timber. The Committee has adopted the slogan "Minutes Mean Lives."

#### CALIFORNIAN RICE FOR JAPAN.

SAN FRANCISCO, September 6th.

Arrangements are being hastened to ship practically the entire Californian rice crop to Japan.

#### FRENCH EXPRESSION OF SYMPATHY.

PARIS, September 4th.

The Government has ordered flags to be flown at half-mast on public buildings throughout the country to-morrow and requested all theatres, cinemas, etc., to close as a sign of mourning for the disaster in Japan.

#### THE LORD MAYOR'S FUND.

LONDON, September 6th.

The Lord Mayor's Japan Earthquake Fund now totals £30,000.

#### JAPAN'S GRATITUDE.

NAGASAKI, September 6th.

Reuter's telegrams reporting overwhelming sympathy shown by Britain, the United States, Italy and all other Powers to Japan have been read by the Japanese with the sincerest gratitude.

LONDON, September 6th.

The Japanese Ambassador writes to the Press expressing profound gratitude at the many expressions of sympathy received and at the sympathetic attitude of the Press. Extending heartfelt thanks on behalf of his sorrowing countrymen, he says:—"Even in these dark hours, there is some consolation in the news that the nation is uniting to face with courage and determination not only the difficulties of the present but the task of future reconstruction."

#### THANKS TO BELGIUM.

BRUSSELS, September 6th.

The Japanese Charge d'Affaires called at the Foreign Ministry and thanked the Government for its sympathy towards Japan, especially for the immediate starting of a public subscription for the benefit of victims.

#### LATEST CABLES.

#### MAIZE FROM SOUTH AFRICA.

CAPE TOWN, September 6th.

The Government, in expressing the deepest sympathy with Japan, has given notice of its intention to send 5,000 bags of maize by the first available boat, as a contribution to the relief measures.

#### A "WORLD-FAMILY" TO HELP JAPAN.

Long editorials continue to be a daily feature of all the London newspapers. These are filled with horror at the Japanese catastrophe, groping for precedents, and extolling the traditional Japanese courage and fortitude. There seems to be no doubt that Japan's astonishing capacity to rise superior to every obstacle will be again demonstrated in the present crisis.

The *Daily Telegraph* concludes a leading article by making efforts to stimulate subscriptions to the relief funds, remarking that the nations of the world cannot stop short at immediate relief, but they must also combine as a world family in the subsequent task of helping Japan to recover from the effects of the visitation.

The *Telegraph* is confident that the present evil will bring the nations together in the common task of helping this young, brave and vigorous nation to recover from the blow dealt by outrageous fortune.

#### ITALIAN SYMPATHY.

ROME, September 6th.

As a mark of public sympathy with Japan flags will be half-masted and theatres closed on September 8th.

#### ENQUIRIES FROM ABOARD.

OSAKA, September 7th.

Enquiries are pouring in from abroad regarding the safety of Osaka, Kobe, Kyoto, Nagoya and Nagasaki.

All these cities are safe as they are entirely outside the zone of disaster.

Order in these cities is well maintained and the citizens are most actively engaged in the relief campaign.

#### COMMUNICATIONS WITH TOKYO GRADUALLY BEING REOPENED.

Tokyo is still practically shut up and communication between Osaka and Tokyo is still most difficult.

Railway traffic in a roundabout way has been opened, but accommodation is most limited.

A steamship service is regularly maintained, but it is unable to meet the overwhelming demand.

Telegraph and telephone communication have been nominally established, but are practically unavailable.

Army aeroplanes are carrying the most important mail daily.

#### STRICKEN ZONE TO BE EXEMPTED FROM TAXATION.

It is believed that the Department of Finance is contemplating exemption from taxes in the zone of the disaster for one year.

#### RELIEF STORES FROM AUSTRALIA.

SYDNEY, September 6th.

The Commonwealth steamer *Austral Mount* is loading relief stores for Japan. It is expected that a second vessel will be necessary.

#### SUPPLIES FROM AMERICA.

VANCOUVER, September 6th.

The steamer *Empress of Russia* has departed, laden with supplies of flour, salmon, canned milk and other articles for the relief of sufferers in Japan.

[BY COURTESY OF THE "DAILY BULLETIN".]

#### PRINCE REGENT DIRECTING RELIEF WORK.

OSAKA, September 7th.

A General Staff Officer who has arrived here says that the Prince Regent, who refused to leave Tokyo, still remains at the Akasaka Palace, where he is directing the relief work.

#### HONGKONG RELIEF COMMITTEE.

A meeting of the Committee was held on the evening of the 6th inst. The Hon. Mr. P. H. Holyoak has joined the Committee.

A cable has been sent to Kobe advising the shipments of rice and refrigerated beef, and asking for special cold storage arrangements to be put in hand.

A cable has been sent to the Commander-in-Chief advising as to the measures being taken in Hongkong and offering to co-operate with the Naval Authorities.

Shanghai British Chamber of Commerce and Kobe have been notified of shipments going forward in order to avoid overlapping.

A letter has been addressed to the Hongkong Government suggesting that a cable be sent to London offering co-operation and intimating that, as funds raised in the United Kingdom will be spent to better advantage in Hongkong, it may be thought desirable that part of the funds collected in London be remitted to the Hongkong Committee for distribution.

Shipments going forward by the P. and O. s.s. *Karnata* to-day comprise the following:—

- 100 tons of rice.
- 200 tons of biscuits.
- 4 cases of biscuits.
- 23 cases assorted tinned meat.

The Hon. Mr. A. G. Stephen has been appointed "Honorary Treasurer" to the Relief Committee. The subscription lists are, however, open at the offices of the Hongkong General Chamber of Commerce, Chartered Bank Buildings, and all subscriptions should be sent there. (Other Cables on page 3).









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## OUTWARD from Hamburg via Ports of Call

| Steamers              | Tonnage, d.w. | Arrival                |
|-----------------------|---------------|------------------------|
| *Adolf von Baeyer ... | 9,000 tons    | First half of October  |
| *Eckhard Kirdorf ...  | 9,000 tons    | First half of November |
| *Sebeer ...           | 12,800 tons   | First half of December |
| *Albert Vogler ...    | 9,000 tons    |                        |

## HOMEWARD for Antwerp, Rotterdam and Hamburg

| Steamers              | Tonnage, d.w. | Departure                    |
|-----------------------|---------------|------------------------------|
| *Albert Vogler ...    | 9,000 tons    | 20th Sept. Calling at Manila |
| *Carl Legien ...      | 9,000 tons    | 21st Oct. do.                |
| *Adolf von Baeyer ... | 9,000 tons    |                              |
| *Eckhard Kirdorf ...  | 9,000 tons    |                              |
| *Sebeer ...           | 12,800 tons   |                              |

\* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.

† Cargo boat.

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Agents.

THE SCOURGE OF  
CONSUMPTION.  
RISK OF INFECTION.

When the British Medical Association resumed its session at Portsmouth on July 26th the chief subject of general interest to be discussed was that of tuberculosis. Dr. Jane Walker opened a discussion in the Tuberculosis section on "The Social Aspects of Tuberculosis, with special reference to infectivity." The disease caused 50,000 deaths a year, and each year there were about 250,000 cases. In England the mortality had been decreasing for the last 150 years, in much the same way as the general death rate had fallen, largely owing to an improved standard of living.

In Denmark, however, where the methods of dealing with the disease were far in advance of those practised elsewhere, the disease had been reduced by 50 per cent. since 1900. The much abused shoddy was a factor in the problem, because the manufacture of shoddy enabled the poorer classes to have a suit of clothes a year, and the old practice of handing on clothing from father to son was disappearing.

## BIG EATERS IMPOSE.

The fact that the disease had become commoner among women during the war pointed to its being an industrial disease. Food was of paramount importance, and it could be stated generally that no large eater was ever a consumptive. The two monthful of food that were eaten after a patient thought he had absorbed all he could eat probably did more good than all of the rest of the food that he had assumed. The sanatoria were careful not to encourage those who boasted that they had small appetites. The key of the tuberculosis problem was to ensure a better education of the medical profession and of the public.

Dr. Batty Shaw said that tuberculosis was spread chiefly by tuberculous milk and by those suffering from the disease. The essential thing was to segregate those who were liable to give infection to children. By eliminating tuberculous milk and by segregation tuberculous, both bovine and human, could be stamped out. In cases of pure tuberculosis there was no more danger of infection than there was in the case of tuberculosis of the joints.

It was necessary to shelve the belief that a tuberculous subject discharging tubercle bacilli could infect adult neighbours with tuberculosis of the lungs. Human tuberculosis was initiated in childhood, the source being neighbours who were discharging tubercle bacilli and the scheme of segregation was not as impracticable as that of treating at great expense persons who were discharging no tubercle bacilli without being sure that they were suffering from tuberculosis, and at the same time asking persons who were discharging tuberculous bacilli to go to infirmaries, which they would not go to, or to remain in their own homes, which they were willing to do, though by so doing they would infect their children.

Persons who were infected with pure pulmonary tuberculosis were not dangerous to their neighbours because they did not discharge bacilli. Infection was transmitted by those suffering from mixed infection. The profession had been working on wrong lines. It had been assumed that all changes in the lungs of those expectorating tubercle bacilli were due to the bacillus, but it had never been proved that pneumonia and the excavations of the lung were tuberculous in origin. Experiment had denied that the tubercle bacillus could cause pneumonia of the cavity formation. It was necessary either to segregate or to rely on preventive inoculation.

## OVER-SEA SETTLEMENT.

## POWER OF A SELF-CONTAINED EMPIRE.

Lieut.-Col. A. Buckley, of the Department of Overseas Trade, addressed the conference of the British Empire Service League at the Connaught Rooms last month on Empire settlement which, he said, the Government regarded as something entirely neutral which would enable us to build up and reconstruct a strong and united Empire.

A self-contained Empire, a strong Empire, a mutually supporting Empire would free us from many of those trade fluctuations which were depending so much at the present time on the system on which our foreign trade was conducted, would make us strong and powerful and the most powerful factor for peace in the whole world.

A redistribution of the British population was very important, both from the point of view of this country and of the Dominions. In this country there were 45,000,000 people, or 480 to the square mile; in Australia there were 5,500,000, or under two to the square mile; in Canada there were 9,000,000, or about four to the square mile; and in New Zealand 1,200,000, or just over eleven to the square mile.

But although Australia in the first three months of this year had taken over 10,000 people under the Government scheme, the number of people from this country who were going to settle in Canada without the State aid was as great as the number of people who had gone to Australia with it.

A resolution was carried regretting that the Crown Agents for the Colonies do not give preference to ex-Servicemen in filling appointments, and instructing the Committee of the League to approach the Secretary for the Colonies with a view to such preference being granted.

Twelve Transatlantic liners, carrying upwards of 10,000 immigrants, made a dash for New York at midnight on June 20th in order to be the first to land passengers with the opening of the new fiscal year.

## UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

| Address                     | From     |
|-----------------------------|----------|
| Staples Smith, Barrow Road  | Kobe     |
| Lockington, Nanking Hotel   | Shanghai |
| No 10                       | Shanghai |
| 3887                        | Shanghai |
| Chen-hu-nam Wotai           | Shanghai |
| 2783                        | Tientsin |
| Quanshaning W. nyuckson, No | Tientsin |
| 3171 6 h                    | Kobe     |
| Hoopelous                   | Kobe     |

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

| Number     | Address                                         | From        |
|------------|-------------------------------------------------|-------------|
| 20371/1st  | Shanghai                                        | London      |
| 748/2nd    | Hocks Shipping Office S.S. "Chang-shia," Swatow | Swatow      |
| 19123/30th | Hiddenbrand                                     | Shanghai    |
| 182-3/30th | Mohandas                                        | Dakar       |
| 3171 6 h   | Naidu                                           | Pattukottai |
| 553/1st    | Valco                                           | Haiphong    |
| 5021/4th   | Wiggins Teape                                   | Singapore   |

## BOWEN &amp; CO.

No. 8, MUSEUM ROAD, HONGKONG.

Members British Chamber of Commerce (Siam), and J. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

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SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, Machinery For Sale, New and Old in First Class Condition. IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers' Association).

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Catalogues and Price-Lists on application (Enquiries Welcome).

CABLE ADDRESS: BOWEN, Shanghai. CODES: Bentley's, Scott's, A.B.C. 5th Edition and improved.

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GOOD OFFICES in No. 1, DUNDRELL STREET, 4th Floor on Top Floor, Use of Lift.

Apply—Box No. YG. 1294 c/o Hongkong Daily Press.

TO LET. OFFICES in UNION BUILDING—Two Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XL, XS, 850.

LOST on PEAK. Black Smooth-haired SPANIEL PUP. Communicate No. 114, 116 Peak.

TO LET.—ONE LARGE OFFICE ROOM. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [132]

## INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED.

| SAILINGS            | SUBJECT TO ALTERATION. |                              |
|---------------------|------------------------|------------------------------|
| MANILA              | "WINGSANG"             | Saturday, 8th Sept. 3 p.m.   |
| SHANGHAI via SWATOW | "YODSHING"             | Sunday, 9th Sept. 9 a.m.     |
| BANGKOK via SWATOW  | "CHASANG"              | Monday, 10th Sept. 3 p.m.    |
| TSINGTAU via SWATOW |                        |                              |
| SHANGHAI            | "WAISHING"             | Wednesday, 12th Sept. Noon.  |
| SANDAKAN            | "HINSANG"              | Wednesday, 12th Sept. 1 p.m. |
| SHANGHAI via SWATOW | "TAISANG"              | Friday, 14th Sept. Noon.     |
| STRAITS & CALCUTTA  | "KUTSANG"              | Friday, 14th Sept. 3 p.m.    |
| TIENTSIN            | "OHIPSHING"            | Saturday, 15th Sept. 6 p.m.  |
| SHANGHAI via SWATOW | "ESANG"                | Sunday, 16th Sept. 9 a.m.    |
| TSINGTAU via SWATOW |                        |                              |
| SHANGHAI            | "KWONGSANG"            | Wednesday, 19th Sept. Noon.  |
| HAIPHONG via HOIHOW | "LEESANG"              | Friday, 21st Sept. 8 a.m.    |
| KORE                | "HOSANG"               | Tuesday, 25th Sept. Noon.    |
| BANGKOK via HOIHOW  | "OHUNSANG"             | Saturday, 4th Oct. D.L.      |

CAUTION.—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Rangoon and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

BRANCH LINE.—Sailings approximately every three days between Calcutta and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through B.U. of Lading are issued to Northern and Southern Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoikow when inducement offers.

BOERNEO LINE.—Fortnightly sailings to and from Sandakan by two 4,000 ton steamers, "HIBSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato).

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao. A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about

Friday, 14th Sept., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

## U.K., STRAITS, CHINA &amp; JAPAN SERVICE

## OUTWARDS.

| Vessel           | Des Hongkong |
|------------------|--------------|
| "GLENUCE"        | 11th Sept.   |
| "GLENOGLE"       | 28th Sept.   |
| "CARMARTHENSIRE" | 6th Oct.     |
| "GLENAMOY"       | 22nd Oct.    |
| "GLENAPP"        | 5th Nov.     |

## HOMEWARDS.

| Vessel          | Leaves Hongkong | Discharges                            |
|-----------------|-----------------|---------------------------------------|
| "GLENSANDA"     | 16th Sept.      | Genoa, London, Rotterdam and Hamburg. |
| "PEMBROKESHIRE" | 16th Sept.      | London, Rotterdam and Hamburg.        |

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,  
The Glen Line, Ltd., AGENTS.

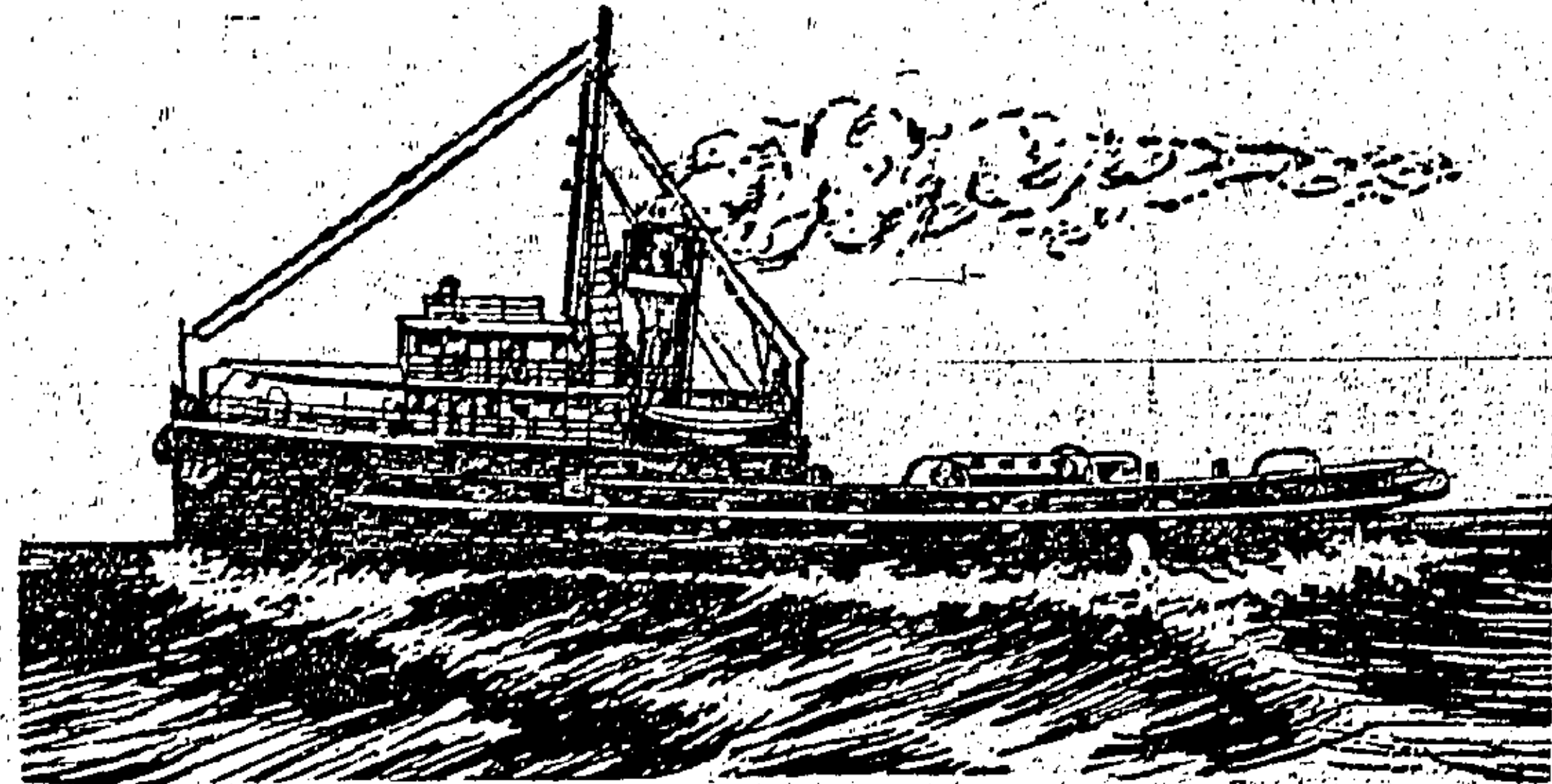
Telephone: Central No. 215 sub-ex. 12 and Central 2525.

## The HONGKONG &amp; WHAMPOA DOCK Co., Ltd.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

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Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 159' B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven screw and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage work.

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For KEELUNG via Swatow & Amoy.

For further particulars, please apply to—

S. MITARAI.

Top Floor, King's Building, Tel. Central No. 140.

Branch Office: No. 27, Bonham Street, West Tel. Central No. 115.







**"ELLERMAN LINE"**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF KARACHI" 21st October ... Shanghai &amp; Kobe.

HOMEWARDS.

S.S. "CITY OF NORWICH" 21st Sept. ... London, Antwerp, Rotterdam &amp; Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £92.—2nd Class £62.  
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S.S. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

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AND

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Sailings from Hongkong.

S.S. "BELLEROPHON" ... via Suez Canal ... 15th Sept.  
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th Sept.  
 S.S. "PERSBUS" ... via Suez Canal ... 5th Oct.  
 S.S. "KARONGA" ... via Suez Canal ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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| Mail Steamers.  | Next Sailings from Hongkong. | For Arr. at Hongkong and Sailing for Shanghai and Japan. | Probable Sailings from Hongkong for Marseilles. |
|-----------------|------------------------------|----------------------------------------------------------|-------------------------------------------------|
| ANDRE LEBON ... | ...                          | ...                                                      | 17th Sept.                                      |
| AMBOISE ...     | ...                          | ...                                                      | 1st Oct.                                        |
| CORDILLER ...   | 10th Aug.                    | 13th Sept.                                               | 15th Oct.                                       |
| ANGERS ...      | 24th Aug.                    | 27th Sept.                                               | 29th Oct.                                       |
| ORILL ...       | 7th Sept.                    | 9th Oct.                                                 | 13th Nov.                                       |
| PORTHOS ...     | 21st Sept.                   | 23rd Oct.                                                | 25th Nov.                                       |

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... £ 85.00.00. B Class (1st Class) ... £ 80.00.00.  
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Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

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MESSAGERIES MARITIMES CO.

Telephone: Central 740.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, and excellent cuisine.

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 HAIPHONG ... Capt. J. S. Thomson ... 7 day, 11th Sept., at 1 p.m.  
 HAIPHONG ... Capt. W. O. Parsons ... 1 day, 14th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

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**JAPAN COAL**

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**GENERAL IMPORTS & EXPORTS**

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

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EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY****DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

| S.S.            | Ton    | From Hongkong (about) | Destination                       |
|-----------------|--------|-----------------------|-----------------------------------|
| "SICILIA"       | 8,213  | 18th Sept.            | S'pore, Penang, Colombo & Bombay. |
| "DORGO"         | 8,083  | 21st Sept.            | Mars, Gib, London & Antwerp.      |
| "MANTUA"        | 10,902 | 5th Oct.              | S'pore, Penang, Colombo & B'way.  |
| "SOUFAN"        | 8,696  | 17th Oct.             | Mars, Gib, London & Antwerp.      |
| "KARMALA"       | 9,098  | 18th Oct.             | S'pore, Penang, Colombo & B'way.  |
| "CALEDONIA"     | 7,632  | 2nd Nov.              | Mars, Gib, London & Antwerp.      |
| "NELLORE"       | 6,883  | 4th Nov.              | S'pore, Penang, Colombo & B'way.  |
| "SICILIA"       | 8,213  | 14th Nov.             | Mars, Gib, London & Antwerp.      |
| "MALWA"         | 14,441 | 16th Nov.             | S'pore, Penang, Colombo & B'way.  |
| "NYANZA"        | 7,092  | 25th Nov.             | Mars, Gib, London & Antwerp.      |
| "KALYAN"        | 9,098  | 30th Nov.             | do.                               |
| "SOUFAN"        | 8,696  | 13th Dec.             | S'pore, Penang, Colombo & B'way.  |
| "DEVANHA"       | 8,092  | 14th Dec.             | Mars, Gib, London & Antwerp.      |
| "KAISAR-I-HIND" | 11,420 | 25th Dec.             | S'pore, Penang, Colombo & B'way.  |

1924.

| S.S.        | Ton    | From Hongkong (about) | Destination             |
|-------------|--------|-----------------------|-------------------------|
| "KHYA"      | 9,097  | 11th Jan.             | Marseilles & LONDON     |
| "MACEDONIA" | 11,089 | 25th Jan.             | via Usual Ports of Call |
| "KASHGAR"   | 8,240  | 29th Feb.             | do.                     |
| "MORCA"     | 10,911 | 29th Feb.             | do.                     |
| "KARMALA"   | 9,098  | 7th March             | do.                     |
| "WALDERA"   | 15,983 | 21st March            | do.                     |
| "DELTA"     | 8,097  | 4th April             | do.                     |
| "CHINA"     | 7,352  | 18th April            | do.                     |
| "KALYAN"    | 9,098  | 2nd May               | do.                     |

**BRITISH INDIA - APCAR SAILINGS**

| S.S.     | Ton   | From Hongkong (about) | Destination                   |
|----------|-------|-----------------------|-------------------------------|
| "JANUS"  | 4,894 | 13th Sept. 2 p.m.     | Singapore, Penang & Calcutta. |
| "TANDA"  | 6,956 | 21st Sept.            | do.                           |
| "TAKADA" | 6,949 | 1st Oct.              | do.                           |

**EASTERN & AUSTRALIAN SAILINGS (South)**

| S.S.         | Ton   | From Hongkong (about) | Destination                                                         |
|--------------|-------|-----------------------|---------------------------------------------------------------------|
| "ARAFURA"    | 6,000 | 6th Oct.              | Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne. |
| "ST. ALBANS" | 4,500 | 3rd Nov.              | do.                                                                 |

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILING TO SHANGHAI & JAPAN**

| S.S.       | Ton    | From Hongkong (about) | Destination            |
|------------|--------|-----------------------|------------------------|
| "ARAFURA"  | 6,000  | 11th Sept.            | Moji & Kobe.           |
| "GRACIOUS" | 3,780  | 22nd Sept.            | Shanghai.              |
| "WELLORE"  | 6,953  | 29th Sept.            | Shanghai, Moji & Kobe. |
| "SOUFAN"   | 8,696  | 9th Oct.              | Shanghai.              |
| "MALWA"    | 10,941 | 6th Oct.              | Shanghai, Moji & Kobe. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Hongkong must deliver their own Hotel expenses at Singapore while waiting the on carrying steamer.  
 First Cabin Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
 Fare for Marseilles not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

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 21, Des Voeux Road Central, HONGKONG.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "CELTIC PRINCE" ... on 30th September.

For Freight and full particulars apply to—

**FURNES (FAR EAST) LIMITED,**

(Incorporated in Great Britain)

Telephone: Central 3165

Telegrams (Paraphrase)

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION  
 LONDON, HAMBURG, ROTTERDAM & ANTWERP. Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 18th Sept. ... Saigon.

"RIO DE JANEIRO, SANTOS, & BUENOS AIRES" ... via Saigon.

"CHICAGO MARU" ... Tuesday, 18th Sept.

BOMBAY—Regularly service via Singapore and Colombo. Monday, 25th Sept.

"BORNEO MARU" ... Friday, 5th Oct.

SAIGON, BANGKOK, & SINGAPORE—Regular monthly Passenger Service.

"KISHU MARU" ... Tuesday, 2nd Oct.

CALCUTTA—Monthly Service via Singapore and Hongkong. Wednesday, 12th Sept.

"HONOLULU MARU" ... via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ARABIA MARU" ... Friday, 21st Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HAGUE MARU" ... Beginning of Oct.

JAPAN PORTS—Kobe, Yokohama via Shanghai. Wednesday, 13th Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class passengers.

"KAO MARU" ... Sunday, 23rd Sept. Noon.

"SUMA MARU" ... Sunday, 15th Sept. Noon.

TAKAO via SWATOW & AMOY ... Thursday, 13th Sept. 10 a.m.

TAKAO & KEELUNG ... Sunday, 16th Sept.

"KISHU MARU" ... For sailing dates and further particulars apply to  
 Central No. 4000. S. SHIMA, Manager.

**C. N. C.  
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

| Ports                     | Steamer     | Date of Departure    |
|---------------------------|-------------|----------------------|
| SWATOW & SHANGHAI         | "SUNNING"   | On 8th Sept. D.L.    |
| HOIHOW, FAKHOI & HAIPHONG | "YUNNAN"    | On 9th Sept. 9 a.m.  |
| SWATOW & SHANGHAI         | "LIANGCHOW" | On 9th Sept. Noon.   |
| SWATOW & SINGAPORE        | "KINGYUAN"  | On 9th Sept. 4 p.m.  |
| AMOY & SHANGHAI           | "YINGCHOW"  | On 11th Sept. D.L.   |
| SWATOW & BANGKOK          | "KWANGCHOW" | On 11th Sept. 4 p.m. |
| SHANGHAI                  | "SZECHUEN"  | On 12th Sept. D.L.   |
| MANILA                    | "TAMING"    | On 12th Sept. 4 p.m. |
| SWATOW & SHANGHAI         | "SUIYANG"   | On 13th Sept. Noon.  |
| AMOY SWATOW & SINGAPORE   | "KIUNGCHOW" | On 14th Sept. D.L.   |
| SWATOW & BANGKOK          | "KALGAN"    | On 18th Sept. 4 p.m. |

SHANGHAI LINE.—Excellent Saloon accommodation amidships with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to Faku, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Fuku). Cargo taken on through Bill of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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Telephone Central 32.

(JOHN SWIRE &amp; SONS, LTD.)

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

| Steamer    | Arr. Hongkong from Australia | Leave Hongkong for Manila, Suez, & Aus. Ports |
|------------|------------------------------|-----------------------------------------------|
| "CHANGSHA" | ...                          | ...                                           |

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